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Mexican de Havilland Vampires
No. 20 Arab Squadron
LVA 1917: Part 2
Exotic Birds 11

vol. 41 no. 2 (162)
October 2017



A Line up of the DH Vampire MK.III fighters of Escuadron Aereo Jet de Pelea 200. The first aircraft, DH.MK.III No.1, has an extra band painted on both booms indicating it's the squadron commander's aircraft. In the background are the Lockheed T-33A of its sister squadron, Escuadron Aereo de Pelea 202. (Ing. Enrique Velasco)



A DH Vampire MK.III after its delivery to Mexico with one of the American instructors in the cockpit and Colonel P.A. Fernando Hernandez Vega (in uniform) talking to civilian. Note the Mexican Air Force insignia painted on the nose. (Family of General DEMA P. A. Fernando Hernandez Vega)



DH Vampire MK.11 trainer, ex-Royal Air Force XD439, was used in the conversion course for future jet pilots in Escuadron Aereo Jet de Pelea 200. (Ing. Enrique Velasco)



DH Vampire MK.11 trainer, ex-Royal Air Force WZ414, was the second jet trainer acquired for Escuadron Aereo Jet de Pelea 200 (Ing. Enrique Velasco)

SMALL AIR FORCES OBSERVER

The Journal of the Small Air Forces Clearinghouse
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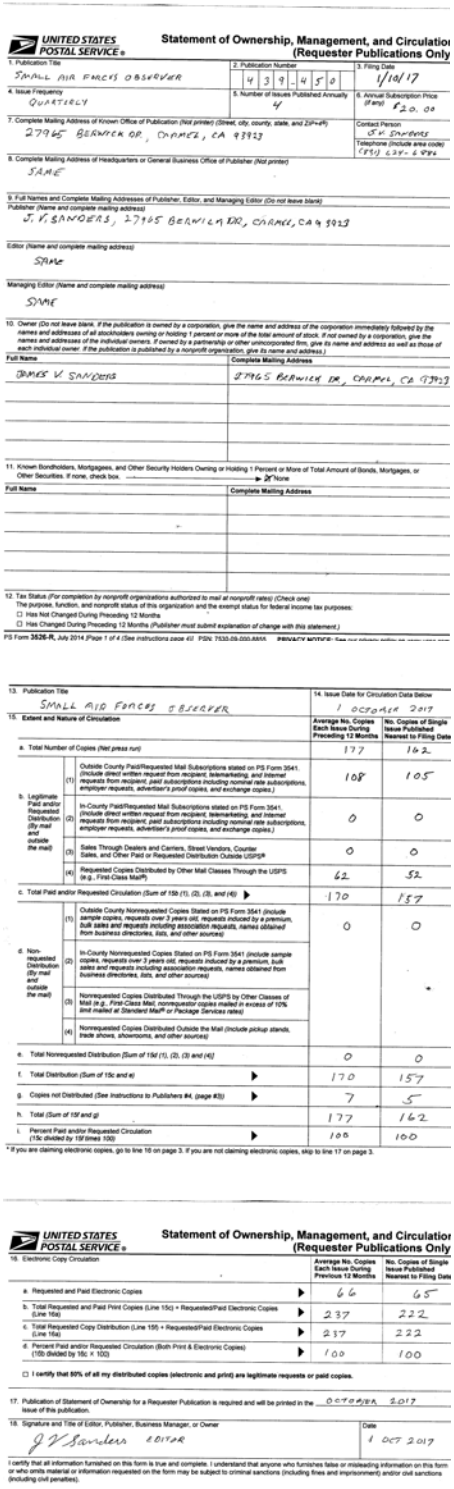
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COVER COMMENTS: DH Vampire MK.III preserved at Base Aerea Militar #5 Home of the Colegio del Aire. Zapopan, Jalisco. For some reason it was renumbered No.18, but is possibly number 13. (Sentinel Mexico).



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AUSTRALA

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2/2017 (pages) "Turkish CH-47F" 5 pages. inc. 2 pages of 1/72-scale multi-view drawings of color scheme. "RAAF Lincolns – Corrections, Comments and Details" 8 pages inc. many drawings of details and 1/144-scale side-view drawings of RAAF Lincolns A73-20 & A73-31. "Bristol Blenheim colour schemes" 2 pages inc. 5 color profile drawings [Finland (Mk.1), Italy (Mk.IV), Free French (Mk.IV), Portugal (Mk.IV), & RAF (Mk.V)]. Other articles, not on aircraft, but with lots color photos and scale drawings : "Rad Spz 93: Swiss 8x8 MOWAG Piranha", Landing Craft Part 1", and "Amur River gunboats".

AUSTRIA

OFH NACHRICHTEN (Oesterrichishe Flugzug Historiker, Pfenninggeldf 18/2/14, A-1160 Wien.

2/17 (44 pages) "Vom Flugpark zur Fliegrtkompagnie" 8 pages inc. 8 photos (mostly Taubes) and map of the "Krakau" region. Colr\or photo of Austrian Alouette III.

CZECH REPUBLIC

Revi: Quarterly Journal of Aviation for Enthusiast and Modelers. www.revi.cz. Review issues available for the SAFCH Sales Service safo@redshift.com for $5.00 plus postage..

#91 May 2013 (56 pages) "Messerschmitt Bf 110C ve sluzbe Regia Aeronautica" 4 pages inc. 3 photos and 3 color profiles of Italian Bf 110. "Se Sunderlandem nad Malajsii a Koreau" 10 pages inc. 21 photos and one color profile. "O dvoch zostreloch slovanskych lietadiel na Ukrajine a v Polsku" 2 pages inc. 4 photos and one map. "Feldwebel Jan Skvor – z fotoalba ceskeho polniho pilota" 5 pages inc. 14 photos and two color profiles (Albatros D.II).
otos.

FRANCE

AVIONS: Toute l'Aeronautique et son Histoire (Lela Presse, 29 rue Paul Bert, 62230 Outreau, France. 71 euro for 6 issues). Website: www.avions-bateaux.com. E-mail: contact@avions-



#218 Juillet/Aout 2017 (98 pages) "Le 860 (Dutch) Squadron de la Fleet Air Arm" 14 pages inc. 21 photos and 6 color profiles. [Ed: While none of the Swordfish carry any distinctive Dutch markings, a couple of 1/72-scale Swordfish lined up on their tiny aircraft carrier would make a fantastic diorama.] "Le Grumman F6F Hellcat: 1944 L'Année Décisive" 20 pages inc. 37 photos, 3 maps (Saipan, Tinian, & Guam), and 4 color profiles. "Les Aigles Sauvages de l'Army Impériale Japonaise": 14 pages on the Nakajimi Ki.27 Nate inc. 28 photos and 9 color profiles. "Le Retour du Père Dorme" 8 pages inc. 15 photos and one color profile (Spad VII). "Caudron Rafale" 13 pages inc. 18 photos, one-page 1/48-scale 3-view drawing, and 4 color profile drawing (inc. Romanian YR-ADD). "Le MV-2 Osprey en Operations" 15 pages inc. 28 photos. "Le F-104 Chasse Toujours les Étoiles" 4 pages on civil Strfighter N9922SF inc. 8 photos..

ITALY

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Maggio 2017 (100 pages) Color photos: Afghanistan Super Tucano, China JJ-7 & J-20, Iraq KAIT-5010, Indonesia F-16, Egypt MiG-35, and Philippines Beechcraft TC-90, "Hellenic Air Force Pilot Traning" 6 pages inc. 13 photos (T-2 Buckeye, Raytheon T-7 Texan, and Cessna T-37 &T-41).

Giugno 2017 (100 pages) Color photos: Angola IL-76; Australia S-70; Mexico Pegasus 2; and Nigeria Mi-35. "Task Force Air 'Northern Ice'" 4 pages inc. 11 photos. "Iniohos 2017" 4 pages inc. 9 photos (Greek Mirage 2000, F-16E, F-16D, AMX, F-4E, & Gulfstream G550). "Novita dall'Iran" 2 pages inc. 10 photos (Qahe F-313, Kosar, Sikorsky H-53, UAVs, & missiles). "Novita per i Tornado tedeschi" 4 pages inc. 9 photos. "Le Operazioni Speciali dell USAF in Europa" 3 pages inc. 11 photos. "Incidenti Militari" one page inc. 4 photos (Mexico MD530 '10317', Lesoto EC135 'LDF-13', and Colombia Cessna 208 Grand Caravan 'EJC-1130').

Luglio 2017 (100 pages) Color photos: Egypt Ka-52, Japan YS-11, Macedonia Mi-17, Oman Typhoon, Taiwan Mirage 2000 & Grumman S-2T, China Harbin Z-19E, and Sudan GAIC FTC-2000. "46ª Brigata Aerea" 6 pages inc. 12 photos (C-130 & C-27). "Addio agli RF-4E greci" 6 pages inc. 9 photos. " "FAMEX 2017" 4 pages inc. 13 photos (Mexico C295, C-27J, Pegasis 2, F-5, AS332 Super Puma, Beechcraft C-45 & T-6C, Pilatus PC-7, Mi-26, & CH-52). "Incidenti Militari" 1+ pages inc. 5 photos (Libya Aero L-39, Greece Mirage 2000 '239', Nepal PZL M-28 Skytruck 'NA-048', and Myanmar Shaanxi Y-8F '5820'.

Agosto 2017 (100 pages) Color photos: Brazil SC-105 Amazonas, South Korea Sikorsky S-92, NATO E-3A, Oman Typhoon, Syria Su-27, Burma JF-17, and Poland Gulfstream G550. "Uragano a N'Djamena" one pages inc. 5 photos of aircraft destroyed by a tempest in Chad's capital (MiG-29, Su-25, PC-12, & Ecureuils). "Tactical Weapons Meet 2017" 2 pages inc. 4 photos. "Bourget 2017" 8 pages inc. 24 photos. "100 anni di difesa aerea" 6 pages inc. 14 photos (Italian F-35, EF-2000 Eurofighter, F-16, F-104, and EF-2000 Typhoon). "Tiger Meet 2017" 7 pages inc. 15 photos. "Incidenti Militari" 1 ½ pages inc. 7 photos (Romania MiG-21, Russia Yak-130 '55', Jordan UAS Selex ES Falco, Brazil Embraer VC-97 Brasilia, and Bolivia Pilatus PC-7 'FAB-471').

Los Vampiros Mexicanos

Santiago A. Flores

Should you consult the noted work *de Havilland Aircraft since 1909* by A.J. Jackson (revised and updated by R.T. Jackson, Naval Institute Press US Edition 1987) you would learn which air arm flew the de Havilland DH-100 Vampire fighters. However, you would not find Mexico listed as a Vampire operator - a surprise to most aviation enthusiast in Mexico. They knows that during the 1960's, the Fuerza Aerea Mexicana (FAM) operated a Squadron of de Havilland Vampires Mk-III fighters and Mk-11 trainers. How the Mexican Air Force acquired and used their Vampires, their first jet aircraft, is the subject of this article. It may surprise some Canadian readers to learn that these Vampires were ex-RCAF aircraft obtained via an American company after the firm was thwarted in its attempt to introduce these surplus jets into the private-aircraft market by the American FAA (Federal Aviation Administration). Two Vampire Mk-11 (DH-115) two-seat trainers were obtained directly from the RAF, one of these being the first production model to enter service - another fact that is not mentioned in the de Havilland book. The acquisition of these Vampires ushered the FAM into the jet age; a tradition that continues today with the Northrop F-5E and F-5F which provide jet training and strike capability for the Mexican Air Force.

The Canadian Connection

Canada had purchased a total of 86 de Havilland Vampires from the manufacturer. Based on their construction numbers, these machines appear to have been built by the English Electric Co. They were delivered to the Royal Canadian Air Force (RCAF) between 1948 and 1950 where they were given serial numbers 17001 to 17086. They serviced with the RCAF until their retirement in 1956.

After their retirement, 27 were sold to the Formental Division of Fliteways Inc. in West Bend Wisconsin, possibly in early 1958. [Note: Of this group, seven (RCAF 17018, 17020, 17058, 17062, 17069, 17071 and 17072) are preserved (circa 1997) by museums and private owners in the United States and Canada.]

The President of Fliteways, Merle C. Zuehlke, planned to market these ex-military jets as fast private "hacks" or executive aircraft. Some had already been sold to private owners when the FAA (Federal Aviation Agency) fearful that the average Cessna/Piper Cub pilot might jump into one of these jets and cause hard to himself or others, came up with new restrictive rules. Anyone who purchased a Vampire Mk-III could only register it in the "experimental/exhibition" category, which meant that every flight had to be authorized ahead of time and be made under VFR (Visual Flight Rules) with a flight plan. Before the flight, even the airport and runways had to be approved by an FAA safety agent. Simply put, the FAA was making it difficult for Vampire operators to fly their aircraft in the United States. This killed any possibility of a civilian Vampire movement, leaving Fliteways with only a limited number of machines sold while the rest sat idle on airport parking aprons or in hangars.

The Purchase

About this time (circa 1960), the "Fuerza Aerea Mexicana" was looking for fighter aircraft; a search initiated by Air Force chief General de Division P.A. Roberto Fierro Villalobos (1897-1985) under the administration of President Adolfo Lopez Mateos (1910-1969). The Mexican Air force lacked a fighter since 1958, when the last surviving P-47D-35-RA Thunderbolts of "Escuadron Aereo de Pelea 201", that had operated the type in combat in the Pacific in 1945, had been retired. They had been replaced in the FAM by the North American T-28A Trojan trainers, that offered very limited combat capability.

This would have been painfully demonstrated had Mexico gone to war with Guatemala over a 1959 fishing incident, during which the FAG (Fuerza Aerea Guatemalteca) used North American P-51D Mustangs to enforce their country territorial water against illegal fishing by Mexican fishermen. (The P-51s were used since Guatemala lacked a navy to enforce its territorial waters.) The Mexican Trojans would have faced the P-51D Mustangs of the small, but better equipped FAG. All that the Mexican Air Force could muster was one "bomber" squadron of Beech AT-11 Kansans and about seven "fighter" squadrons of North American AT-6/T-6, along, with the single

T-28A unit. Serviceability would also have been a problem because of low flying-time of the average Mexican pilot forced on the FAM by the limited postwar defense budgets.

It's possible that General Fierro Villalobos learned of the Fliteways Vampires from an Austrian living in Mexico, Emerich Salzberger Stoessl who was reported to have flown in the RAF as a fighter pilot during World War II and later as a test pilot at Farnborough. Salzberger owned and operated an aerial photo company, "Aerotecnica de Mexico", where he employed a number of civilian and military pilots.

One of his employees was Teniente Coronel P.A. Fernando Hernandez Vega (1914-1988) who would play an important role, in the introduction of the Vampires into the FAM. Tte. Corl P.A. Hernandez Vega was a veteran pilot of Escuadron Aereo de Pelea 201 of the Mexican Expeditionary Air Force that participated in the liberation of the Philippines in 1945. After the war he was promoted to Capt. 2/o. Class P.A. and served as assistant to the Mexican military attaché in Washington D.C, While in the US, he took the opportunity to fly many types of USAF aircraft such as the AT-6 and the North American F-51D Mustang at Bolling Field. On 4 July 1947 at Andrews AFB, Maryland, with USAF approval and five weeks of training, he became the first Mexican military pilot to fly a jet fighter - a Lockheed F-80 Shooting Star.

After returning to Mexico in April 1959, he served as commander of the "Escuadron Aereo de Reconocimiento Fotografico "(Photo Reconnaissance Squadron). In December 1960, because of his jet experience and his fluency in English, he was instructed by General de Division, Agustin Avila Olachea (1890-1974) Secretary of National Defense, to go to West Bend, Wisconsin with Teniente Guillermo Romero Parra to oversee the overall, inspection, and delivery of 15 de Havilland Mk.III aircraft, that the Mexican government had purchased.

In his final report of activities of the Mexican Air Force, dated December 12th, 1964 General Fierro Villalobos reported the total cost of the purchase as following: "17 aircraft Vampires Mk-III with 60 Hispano-Suiza cannons (20 mm), 17 engines, and spare parts at $4,531,250.00 pesos." (Author note: It should have read 15 Mk-III and 2 Mk-11 trainers.)

The 15 Vampire fighterst were overhauled and painted in overall green (FS360081) with the triangular Mexican Air Force insignia on the wings and on both sides of the fuselage under the cockpit. The Mexican tricolors were applied to both rudders. These aircraft received serial numbers FAM-1 to FAM-15.

At first, the aircraft were to be flown to Mexico in groups by Minnesota Air National Guard pilots; but this plan was canceled after the local ANG commanding officer had an engine blow up on him. FAM-4 was later repaired at a cost of $9,000.00 dollars. for a new wing, nose landing gear, engine, electrical system, and hydraulic system.

It is reported that a Mr. Leo Geib of West Bend ferried most of the aircraft to Mexico and helped in checking out the Mexican pilots. One group of FAM Vampires FAM-13, FAM-6, and FAM-1 were photographed during their stop at Love Field, Dallas Texas in February 1961, on their way to Mexico.

In Squadron Service

The Mexican Air Force magazine "Anahuac" reported that, by 14 February 1961, 12 of the 15 Vampires had been delivered to BAM#1 (Base Aerea Militar #1: Military Air Base No.1) at Santa Lucia outside of Mexico City. Eventually, all 15 were delivered, but it appears that one FAM-6 was damaged on route at Acapulco, requiring a $2,000.00 of repairs that included landing gear replacement. In actual operations, only FAM-1 to FAM-14 were flown; possibly the 15th aircraft was used for spare parts. The number 15 was later allocated to one of the two Mk-11 trainers.

The unit chosen to receive the Vampires was Escuadron Aereo 200, that had earned the reputation of being a "Ghost" (Fantasma) squadron, since it initially existed only on paper. It had been formed on 1 January 1951 at Mexico City International airport with a commanding officer and 13 pilots, but it wasn't until 1954 that it received any aircraft: seven North American AT-6, two P-47D, two B-25J, three AT-11, and five Douglas A-24B. On 22 March 1956, it moved to Pie de la Cuesta, Guerrero, near the famous resort town of Acapulco.

There, on 8 January 1959, the squadron received ten North American T-28A. The unit was stationed at the military airbase at Puebla, Puebla until February 1961 when it moved to Base Aerea Militar #1 at Santa Lucia, Estado de Mexico. Escuadron Aereo 200

was chosen to serve as an OTU (Operational Training Unit) for transition training to the Vampires. Their T-28A's were passed down to Escuadron Aereo 202).

On 1 February 1961, Escuadron Aereo 200 was transferred from the 5/o. Grupo Aereo (5th Air Group) at BAM#6 Puebla, Puebla; to BAM#1, Santa Lucia. In its place Escuadron de Bombardeo Ligero (Light Bombing Squadron) No.101 with Beechcraft At-11 Kansans bombers was transferred from the 1/o. Grupo Aereo, BAM#1 to BAM#6 Puebla, Puebla. Later in April 1961, Escuadron Aereo 200 was officially designated as the first jet fighter squadron, with the following mission: "Day fighters, dual purpose, assigned to missions of air defense (interception) and tactical support for ground forces"

During the training period, a total of 23 officers and 35 ground personnel were trained by a group of American instructors employed by Fliteways Inc. The group was leaded by William A. Korbell, Major USAFR (United States Air Force Reserve) who as a 1st Lt. assigned to the 39th FIS, 51st FIG, was credited with the destruction of a MIG-15 over Korea, on 20 August 1952. To learn the handling characteristics of the Vampires, since they lacked a two-seat trainer, the pilots received their final cockpit checks while taxiing the aircraft and getting the feel of the Vampire. Col. P.A. Hernandez Vega participated in the training and undertook the task of translating the Vampire flight manuals into Spanish. On 22 May 1961, the first solo flight was undertaken by a Mexican pilot at BAM#1 Santa Lucia. Chosen for his past experience and training, Col. Hernandez Vega flew Vampire FAM-2 on a local flight from 1052 to 1105 hours, witnessed by the base personnel, instructors, General Fierro Villalobos, and General de Division P.A. Gustavo G. Leon Gonzalez (1899-1982) commander of BAM#1. Col. Hernandez Vega noted in his biography that he helped trained the aspiring jet pilots: "Trained without cost to the government, 21 officers and two high ranking pilots in jet aircraft without any incidents."

One of the two high-ranking pilots, Tte.Corl.P.A. Graco Ramirez Garrido Alvarado, became the first commanding officer of Escuadron Aereo Jet de Pelea 200 (200th Jet Fighter Squadron). He was a former squadron mate of Hernandez Vega in Squadron 201 in the Pacific war.

Operational Roles

While Escuadron Aereo 200 was working up to operational status, the FAM acquired 15 ex-USAF Lockheed T-33A jet trainers to form a second jet squadron, Escuadron Aereo 202, who handed down its T-28A's to other squadrons.

The general public saw the Vampires for the first time on Mexican Flag Day (24 February 1961) at BAM#1 during an air show that featured static displays of C-45, C-47, C-54, AT-11, T-28, AT-6 and A-24 as well as the Vampire. The first flying appearance of te Vampire before the general public occurred on 16 September 1961 at the annual Independence Day military parade, Tte. Corl. P.A. Garrido Alvarado led a flight of 12 Vampires. They flew with five C-45, 15 T-28, five C-47, 11 AT-11, two T-33, five Navy C-45, and four naval helicopters under the overall command of General de. Brig. P.A. Hector Berthier Aguiluz (future FAM commander 1976-1982).

On 30 September 1961, a flight of four Vampires was sent to the city of Morelia, Michoacán, to fly over the civilian/military parade in observance of the birth of Mexican Independence Hero, D. Jose Maria Morelos y Pavon.

By October 1961, plans were approved for the creation of a Comandancia de Grupo Aereo jet de Pelea (Headquarters Jet Fighter Group), with Escuadron Aereo Jet de Pelea 200 (Vampires) and Escuadron Aereo Jet de Pelea 202 (T-33's). That same month, six Vampires were sent to Guadalajara, Jalisco, BAM#5 at Zapopan, home of the Military Aviation School, to undertake training flights and to show the people of Guadalajara the new jet equipment.

On 1 January 1962, the 7/o.Grupo Aereo Jet de Pelea (7th Jet Fighter Group) came into existence, with a HQ group and Escuadron Aereo 200 at BAM#1. Until further orders, Escuadron Aereo 202 was assigned to Mexico City International airport. Its first group commander was Tte. Corl. P.A. Graco Ramirez Alvarado. These locations for the jet squadrons were necessary awaiting the completion of improvements of BAM#1 runways to handle jet aircraft. As late as December 1963, both units were observed on the military side of Mexico City International airport with 14 T-33's. ten Vampire fighters and two Mk-11 trainers.

Not previously mentioned is the fact that the Mexican Vampires had been "civilianized" by the RCAF and Mexican Air Force personnel were sent to Britain to purchase the necessary armament of four 20 mm Hispano cannons for each aircraft. In General Fierro Villalobos report FAM activities in 1964, he stated that ten Vampire Mk-III and two Vampires Mk-11 were armed with their 20 mm cannons and gun sights Model Mk-4E.

One thing that Escuadron Aereo Jet de pelea 200 lacked was a suitable training aircraft to prepare pilots for flying the Vampire Mk-III. In 1962, to meet this need, the Mexican Air Force acquired two de Havilland DH-115 Vampire Mk-11 two-seat trainers, one being WZ414, the first production Mk-11 to enter RAF service in 1952. WZ414 had served at A&EE Boscomber Downs and other units. The other two-seater was WD439 (built at the De Havilland, Broughton, delivered to the RAF in 1954, and serving at one time at Central Navigation and Control School at Shawbury.) Retired from the RAF in 1962, both aircraft arrived in Mexico at an unknown date. They received the aircraft designation No. 15 and No. 16.

Early photos show both aircraft in FAM markings, RAF serial numbers still painted on their tail booms, and the FAM squadron insignia added on both sides of the cockpit. The squadron insignia, a story in itself, consisted of a Fantasma (ghost) dressed up in flight gear with bone-dome helmet, oxygen mask, and a jet pack on his back, holding a machine gun, and flying out of a haunted castle. The ghost motif had first appeared on early flight gear from the days of the A-24's, AT-6's and T-28's and reflected the unit's origins as a paper, or ghost, squadron.

As to the colors, after the designation as jet fighter squadron, they was changed to dark green, with yellow stripes on both tail booms and wings with the adoption of the shark mouth and eyes and the ghost insignia on both side under the cockpit. The aircraft registration also changed with the letter FAM no longer carried, replaced by the letter "DH-MK-III" painted on both rudders with the individual number beneath.

During their service the Vampires carried out their normal training missions, sometimes engaging in mock dogfights against the rival T-33's. Other duties included gunnery training, parades flyovers, and participation in annual military maneuvers.

Accidents

While in Mexican service, the Vampires suffered a high accident rate. A former Vampire pilot explained that one negative feature of the Mk-III was the lack of an ejection seat (which the T-33 had). They only hope to bailout successfully was to first invert the aircraft.

The first reported loss was Vampire Mk-III No. 14 at BAM#1 Santa Lucia, when the left landing gear collapsed on landing. The resulting belly-skid caused both external wing tanks to ignite. When the aircraft came to a stop, it was on fire. The uninjured pilot leaped from the cockpit and made a mad dash to safety.

Two more Vampires No. 3 and No. 9 were lost in landing accidents (no dates given). The first was another landing gear failure and the second a brake failure. Both aircraft were being flown by the same pilot, who was uninjured. This pilot later received the nickname of the famous Mexican wrestler, "EL Santo" (The Saint) and he was referred to as "El Santo contra los Vampiros" (The Saint versus the Vampires) based on the film "El Santo contra las Mujeres Vampiro" that came out in 1962.

A fatal accident occurred on December 22, 1966, when Vampire No. 8 flown by Tte. P.A. Rodolfo Garcia Rincon, and No. 3 flown by Tte. P.A. Angeles Lomeli took off for a training mission about 32 km from the city of Pachuca, Hidalgo. Vampire No. 8 failed to pull out of a dive, crashing and killing Tte. Rincon.

Later, either in 1966 or 1967, a number of accidents occurred during the annual military maneuvers held near Mexico City. One Vampire in a flight of three suffered an engine failure and the pilot tried to make it back to BAM#1. He landed short in a field (still with external tanks attached) breaking the front landing gear as he hit a ditch and bending both main gear legs inward. Sliding along the ground the aircraft did a tight 180 degree turn and skidded backwards a further 30 meters. Both external tanks were torn loose and left behind. When the aircraft came to a halt, the pilot peered down into the cockpit to see only earth beneath his feet where the floor should have been. The entire plywood underside of the cockpit had been scrapped away. His only injury was a bruised right shoulder.

Two days later, tragedy struck again when another Vampire possibly No. 7 or No. 12 was lost in a accident that killed Capt. P.A. Martinez Galvino. On takeoff he lost cabin pressure and, when he attempted to return to base, his steep turn caused one of his external tanks to break away. The Vampire flipped over and crashed into Lake Texcoco.

Retirement

By this time, the Vampires were considered unsafe and, on 1 January 1967, the order was given to suspend operations. Not only were the Vampire not be flown, but the squadron was disbanded and its personnel assigned to different units. Surviving equipment was put into storage. The MK-11 trainers were included since the cartridges for the ejection seats had long expired. This occurred during the tenure of Gral. Brig. P.A. Jose Vergara Ahumada, chief of the air force from 1964 to 1970.

It was at this time that the color scheme of the Vampires was changed from dark green to overall aluminum with international yellow wings and tail boom stripes. For many years, the surviving MK-III and the two MK-11 were stored in a hangars at BAM#1. Tears were even added to the eyes of the shark mouths.

Later some of the MK-III were sent as training aids to the Military Aviation Mechanics School (Escuela Militar de Mecanicos de Aviacion –EMMA) at BAM#5 at Zapopan, Jalisco. Other were used as background props in the Mexican movie "Aguilas de Acero (Iron Eagles) filmed September-October 1969 at BAM#1.

Years later, most Vampires were scrapped. The cockpit section of one MK-III No. 10 is now in the hands of a private collector in Mexico City. For many years, MK-11 No. 15 was on display inside the main army base in Mexico City. Years later, it was acquired by the Mexican Air Force Museum where it was restored to her former glory. Today she is on display in the Museum. At the same base, another Vampire MK-III, No. 5, was displayed for many years in an incorrect colors scheme until around 1992 when it was restored to the correct colors and moved to the grounds of the Air Force HQ. Later, this aircraft, with other, were moved to the Air Force and Army Museum at Guadalajara, Jalisco. A Second Vampire MK-III No. 13(?) is on display at the Military Aviation School (Colegio del Aire) at BAM#5 Zapopan, Jalisco. Recent photos posted on the Internet, show the aircraft painted as No. 18?.

Santiago Flores (#588) USA.

Author Note

The following is an item of interest. An FAA field memo dated January 3, 1969 states: "Fliteways Inc. was incorporated back in 1935; this corporation was license to sell aircraft, and the registration number in question is one of series issued to Fliteways Inc. to purchase from the Canadian government 21 (sic) fighter aircraft which would be in turn sold to the Mexican government. Fifteen planes were sold to Mexico, the rest of the aircraft were later either shipped to Mexico in parts or sold as junk.One of the above aircraft was sold in the US, but this plane was later re-sold to an individual who took it back to Canada. All of the above took place prior to 1961, as that was the date that Fliteways Inc. was dissolved. (Since) Fliteways Inc no longer exists, it is impossible to have aircraft registered in its name. Mr. Merle Zuehlke , president of the now dissolved Fliteways Inc, has stated that the above matter had already been cleared up with Tom Jordan of the Madison Office, Transportation Department."

The aircraft listed in this memo were: N6861D, N6862D, N6865D, N6866D, N6867D, N6868D, N6879D, N6880D, and N6882D.

Table 1

DH Vampires Mk-III Acquired by the Mexican Air Force

FAM	c/n	Engine No.	US Registration	8	EEP42363	1487	N6862D
1	EEP42308	5671	N6870D	9	EEP42345	5670	N6871D
2	EEP42403	1762	N6868D	10	EEP42350	5600	N6866D
3	EEP42309	1629	N6873D	11	EEP42244	1147	N6865D
4	EEP42311	1482	N6874D	12	EEP42365	1740	N6872D
5	EEP42346	5268	N6875D	13	EEP42304	1517	N6882D
6	EEP42396	1759	N6867D	14	EEP42323	1635	N6861D
7	EEP42385	1612	N6879D	15			N6869D

The 15th Vampire was used as a source of spare parts in Mexico.

No. 15	WZ414	HAI-DH-2370
No. 16	XD439	HAI-DH-2336

No. 15 is today preserve at the Mexican Air Force Museum.

Table 2

Ex-RCAF Vampires Mk-III Used by the Mexican Air Force

FAM	RCAF s/n	Remarks
1	17016	ex 401 Sqdn RCAF
2	17085	ex 411, 410 Sqdn & 1 OTU RCAF
3	17017	ex 401 Sqdn RCAF
4	17019	ex-411 & 441 Sqdn RCAF
5	17040	ex 411, 400, 411 & 402 SqdnRCAF
6	17078	ex-438 Sqdn RCAF
7	17067	ex-410 Sqdn RCAF
8	17065	ex-438 Sqdn RCAF
9	17039	ex 410 & 410 Sqdn RCAF
10	17044	ex 410 & 411 Sqdn RCAF
11	17002	ex-400 & 438 Sqdn RCAF
12	17041	ex-421, 411, 400, 401 Sqdn RCAF
13	17012	ex-No.1 OUT & 442 Sqdn RCAF
14	17030	ex-421, 411, 400 & 401 Sqdn RCAF AX-C
15	17006	ex-411, 438 &400 Sqdn RCAF

Table 3

Aircraft Reportedly Operated by Escuadron Aereo 200 from 1954-1961

AT-6 Texan: EAN-737,744,759,764,772,799 and 822

P-47D Thunderbolt: PZT-1001 and PZT-1011

B-25J Mitchell: BLM-3502 and BLM-3503

AT-11 Kansan: BHB-1507, 1518 and 1521

A-24B Banshee: BID-2519, 2525, 2526, 2527 and 2528

T-28A Trojan: 933, 934, 935,936, 937, 938, 939,940, 941 and 942

Table 4

Preserved de Havilland Vampires Mk-III and Mk.11 in Mexico.

1. Museo Militar de Aviación BAM#1 Santa Lucia, Estado de México
 DH Vampire MK.III FAM-1 (Nose only on display with engine)
 DH Vampire MK.11 No.15 on display
2. Museo del Ejército y Fuerza Aéreas Mexicanos, Guadalajara Jalisco.
 DH Vampire MK.III No.5 outside display
3. Colegio del Aire, Base Aérea Militar #5 Zapopan, Jalisco
 DH Vampire MK.III painted as No.18 (sic)
4. Private Collector Mexico.
 Complete Nose section of DH Vampire MK.III FAM-10/DH.MK.III 10

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Editor's Note: Antarqui's 1/72 scale decals for the Mexican Vampire are available as a Twin Pack (including decals for Venezuelan Vampire) from the SAFCH Sales Service (safo@redshift.com) for $5.00. This is a special price for the decals that list for $10.]



Mexican personnel of the Air Force supervising the maintenance of a DH Vampire MK.III at Fliteway Inc. before their delivery to Mexico (Family del General DEMA P.A. Fernando Hernandez Vega)



A De Havilland Vampire MK.III single seater of the Escuadron Aereo Jet de Pelea 200 about to taxi for a training mission. Here in its third color scheme before they were retired from service due to safety concerns. (Author's collection)



A DH Vampire MK.III photographed on its delivery flight to Mexico Circa 1961. (Author's Collection)



DH Vampire MK.III serial FAM-2 at Base Aerea Militar #1 Santa Lucia Estado de Mexico, after its delivery.. In this aircraft, Colonel P.A. Fernando Hernandez Vega carried out the first flight of a jet aircraft in the Mexican Air Force. (Family of General DEMA P.A. Fernando Hernandez Vega)

More photos on pages 37 and 71-72.

No. 20 Arab Squadron

Tom Cooper

[Author's note: On time for the 50th Anniversary of the June 1967 Arab-Israeli War, this is the story of one of least-well-known, yet rather amazing fighter squadrons of the Egyptian Air Force.]

Ever since the shockwaves of so-called pan-Arabism swept over the Middle East of the mid-1950s, there is no end of reports about close cooperation of various Arab militaries. Not only countless Israeli publications, but even reports by various US intelligence services frequently created wrong impression that different Arab militaries would all be one. With few exceptions of temporary nature, and until few years ago, actual levels of cooperation between different Arab militaries were always minimal. Indeed, even the creation of the United Arab Command (UAC) – a body supposed to coordinate the Arab military build-up and command joint forces in the case of a war with Israel, established in 1964 – was little more than a token gesture: massive differences between governments in Cairo, Amman, Damascus, Baghdad, Riyadh and elsewhere always prevented establishment of serious military cooperation.

Aviation-wise, the most notable result of the establishment of the UAC was the application of red paint on the noses and fins of most of Iraqi, Lebanese and Syrian fighter bombers of the mid-1960s. This was hoped to make their mutual identification easier should they ever meet in the skies over Israel. Beyond that, the establishment of the UAC resulted in next to nothing.

The First pan-Arab Squadron

Certainly enough, Arab states did attempt to establish joint military units. One of first such efforts was launched as early as of January 1957, when four or five pilots each from air forces of Algeria (then officially still a part of the metropolitan France, but already fighting for independence), Egypt, Jordan and Syria (including the then future president of Syria, Hafez al-Assad) received the order to gather at Nayrab AB, in Aleppo, then the base of the Syrian Arab Air Force's Flight College. Their joint training – planned to result in establishment of a 'pan-Arab squadron' – was interrupted in April of the same year, when pan-Arabist General Ali Abu Nowar launched a failed coup attempt against King Hussein of Jordan. Immediately afterwards, Jordanian pilots were sent back home.

Others continued their joint training until Syria joined the union with Egypt, creating the short-lived United Arab Republic, in February 1958. Result of this decision was that the entire SyAAF was integrated into the emerging United Arab Republic Air Force (UARAF), and most of its aircraft, ground equipment, stocks of arms and spares, and nearly all of its personnel transferred to Egypt.

Between the aircraft in question were 20 radar-equipped MiG-17PF interceptors originally ordered by Damascus in 1957. Upon establishment of the UARAF, these entered service with the No. 31 'CrowBat' Squadron, UARAF. This is how it happened that Syria never operated that variant. And versa-vice: Egypt, which never purchased any MiG-17PFs, operated them at least until June 1967.

The No. 31 Squadron, UARAF included some of most experienced fighter-pilots from Egypt and Syria, but in period 1958-1961 was always commanded by a Syrian. Following an anti-Egyptian coup in Damascus, in September 1961, Syria re-established its independence and nearly all of Syrians left the UARAF. Nevertheless, Egypt retained the title of the United Arab Republic, and its air force retained

its title too – as well as all of ex-Syrian MiG-17PFs: these continued serving with No. 31 Squadron until shortly after the June 1967 Arab-Israeli War.

Nothing but Trouble

Meanwhile, in reaction to deliveries of the first of 24 Dassault Super Mystère B2 fighter jets to Israel, Egypt placed an order for 56 MiG-19S', in 1959. The new type entered service with two newly-established units: No. 27 Squadron, based at Fayid and commanded by Major Ahmad el-Dirayni, and No. 29 Squadron, based at Hurghada and commanded by Major Sayd Shalash. El-Dirayni's deputy was Major Alaa el-Din Barakat, veteran of the Suez War of 1956:

'I was picked to lead a formation of MiG-19s that made a flypast during a graduation ceremony at Bilbeis, in May 1961. The sonic boom of that type was particularly loud…. 'Aiming' at the control tower, I led my formation in a high-speed, low altitude fly-past - which shattered all the windows on the base as we passed by. Needless to say, the base commander got extremely furious: he sent a bill for replacement windows to our squadron.'

While eagerly expected by pilots and ground crews that underwent conversion courses in the USSR, the MiG-19 proved a big disappointment. The Egyptians realized not only that the Soviets literally dumped upon them second-hand aircraft, but also that the manufacturing quality of these was so poor, the airframe and wings tended to bend in high-g turns. Barakat continued:

'The control system had a built-in 'compensation' in the control stick, which meant that the pilot could not move the controls a lot at very high speeds and high altitudes – otherwise the aircraft would do a loop at the slightest movement of the stick, and disintegrate in the process. The sensitivity of that system varied from aircraft to aircraft…. But, the biggest problem were hot air pipes which ran close to the hydraulic tanks. We received second-hand aircraft and the Russians did not warn us that these pipes were already worn out, that some had holes. This resulted in several fires in the hydraulic tanks. Before long, the number of aircraft available to our unit reduced by almost a third.'

While Western powers declared relations between Cairo and Moscow for a 'close friendship' and a 'military alliance', these were marred by a number of issues. Foremost, the USSR was curious to maintain the status quo in the Middle East and thus strictly limited its arms exports to defensive

systems of older designs, and permitted Egyptians to place new orders only once every second year. The problematic MiG-19s thus had to continue serving even after Cairo was granted permission to order its first batch of 48 MiG-21s, in 1961, although their number was continuously declining. By 1962, only about 20 MiG-19s were still operational and the UARAF merged the two units operating them into No. 20 Squadron, based at Fayid and commanded by Alaa Barakat.

Reinforcements from Jordan

In late 1962, No. 20 Squadron received reinforcements from an entirely unexpected source. In reaction to the Republican coup in the then Imamate of Yemen, and in agreement with the government in Riyadh, the Jordanian King Hussein ordered his air force to deploy a squadron of Hawker Hunters to Saudi Arabia. Having caught the 'pan-Arab disease', not only the commander of the Royal Jordanian Air Force, Colonel Sahel Hamzeh, but also four of his Hunter-pilots exploited this opportunity to defect to Egypt.

Although King Hussein offered an amnesty to defectors and Egyptian President Gamal Abdel Nasser eventually ordered a return of all five aircraft to Amman, most of Jordanians decided to continue their careers with the UARAF. Tahsin Fuad Hussein Saima and Harib Arif Sandoukah were granted permission to convert to MiG-19s and join No. 20 Squadron; Saqid ash-Shra served as a ground control officer and became as famous for some of operations he controlled as for his call-sign: 'Jordan'.

Barakat's pilots celebrated this occasion by introducing the practice of decorating their aircraft with names of major Arab cities, such as Baghdad, Beirut, Casablanca, Damascus, Khartoum, Mecca, Mosul and Riyadh. Their superiors began assigning them such ceremonial duties like escorting aircraft carrying high dignitaries visiting Egypt: these would be intercepted as soon as they entered the Egyptian airspace and accompanied until their landing at Cairo International. Although Barakat and his pilots had to abandon the idea of establishing an aerobatic team due to insufficiencies of the type, MiG-19s of No. 20 Squadron also flew some air shows for President Gamal Abdel Nasser and other dignitaries. Before soon, the No. 20 Squadron became known as 'al-Araba Squadron'.

Iraqi Intake

Only a year later, this unit was reinforced again from a rather unexpected source. Namely, the Iraqi government proposed a union of Egypt and Iraq and, as a sign of its good will, donated seven MiG-19s of the Iraqi Air Force (IrAF) to the UARAF.

The IrAF originally placed an order for 14 MiG-19S' and 36 MiG-19PMs (equipped with the PR-2U radar and RS-2U air-to-air missiles). These arrived per ship to Basra and were then transported per truck to Wahda Air Base (former RAF Shoibiyah), in 1960.

However, as soon as Iraqis found out about MiG-19's weaknesses, the IrAF stopped their introduction to service. Indeed, it refused to accept – and to pay – more than 16 aircraft. The Soviets refused to take the aircraft back or to even pay for their return to the USSR. Therefore, they were left packed in their crates, stored inside a hangar at Wahda for a number of years longer.

Meanwhile, 14 MiG-19S' entered service with No. 9 Squadron. Officially declared operational on 11 June 1961 this unit was considered the 'elite' of the air force. This, and the fact that its pilots were all considered 'Communists' by the rest of the military, placed it high on priority list for any coup plotters – of which there were many in Iraq of the time. Indeed, the coup of 12 November 1963 was opened by a single Hunter F.Mk 6 flown by Munthir al-Windawy that strafed three or four MiG-19s parked at Rashid Air Base. Windawy would probably continue attacking if not intercepted by a pair of MiG-17Fs flown by loyalist pilots, who promptly shot him down. The rebel ejected safely and managed to escape.

Emboldened by his success and the perceived 'demise' of the 'regime protecting' MiG-19s, the coup went on and resulted in Major-General Abd as-Salam Arif establishing himself in power in Iraq. Arif disestablished No. 9 Squadron and ordered arrest of most of its officers. Furthermore, his government ordered all Soviet advisors out of the country, re-established close links to Great Britain and placed large orders for additional Hunters. 'Surplus to requirements', seven Iraqi MiG-19s were then donated to Egypt. Disappointed by Syrian experience, Nasser accepted MiGs, but politely declined the union.

Clashes with Israelis and Saudis

The al-Araba Squadron was not only a 'ceremonial' unit: it trained intensively and retained its operational purpose. On 23 July 1963, during celebrations for anniversary of the 1952 Egyptian Revolution, a pair of MiG-19s flown by Captain Adil Ahmad and Lieutenant Muhammad Kamil al-Muwawi was scrambled from Fayid to intercept a pair of Israeli fighters that violated the Egyptian airspace over Sinai. In a fleeting, high-speed engagement, an overexcited al-Muwawi claimed to have scored several hits on one of two Super Mystère B.2s he encountered. Upon return to Fayid, his claim was instantly and without any further investigation converted to a 'confirmed kill': Ahmad and Muwawi were both decorated by Field Marshal Hakim Amer, and the following day the Egyptian media exploited their supposed success by extensively publishing 'breaking news' about a 'major victory against Israel' – resulting in a much joy around the country. Whether Muwawi ever hit anything remains unknown until today.

A similar engagement occurred in summer of 1965, and included Salah Danish, a novice pilot that joined the al-Araba Squadron only days earlier. Led by Barakat, Danish scrambled from Fayid, only to experience a major disappointment: as soon as they sighted two MiG-19s, the Israelis beat a hasty retreat into the their airspace.

By 1966, another youngster joined the colourful community of UARAF's MiG-19s: Ahmad Atif, who, during the War of Attrition, was to become famous as the 'First Phantom Killer' of the Egyptian air force. His association with the type was rather short: following a nasty accident he barely survived, Atif was re-assigned to fly MiG-21s.

Yemeni Episode

During the summer of 1966, a number of incidents occurred along the border between Yemen and Saudi Arabia. According to Egyptian sources, following several nocturnal raids by UARAF's Ilyushin Il-28 bombers on bases of Yemeni Royalists inside the desert kingdom, British-flown Hunters of the Royal Saudi Air Force (RSAF) intercepted and shot down two Egyptian bombers, killing both crews. Cairo's reaction was to order a re-deployment of 12 MiG-19s to Yemen. Because of their relatively short endurance, the aircraft were disassembled and packed into Antonov An-12 transports that brought them to Rawdah AB, north of Sana'a (re-named ad-Daylami AB in 1968). After flying a number of inconclusive combat air patrols, a pair of MiGs should have finally caught one of RSAF Hunters and claimed it as shot down, in late October 1966.

About a month later, on 29 November 1966, two MiG-19s from the part of No. 20 Squadron that remained at Fayid, was scrambled to intercept an Israeli light observation aircraft that violated Egyptian airspace over the Sinai peninsula. As the aircraft flown by Lieutenants Khalid el-Daly and Mohammed

Abdel Moneim approached the cease-fire line to Israel at an altitude of 6,000 metres (19,700ft), they were attacked by a pair of Dassault Mirage IIICJ interceptors that approached unobserved from below. While one R.530 narrowly missed Daly's aircraft, the other exploded Moneim's MiG-19 and killed the pilot. A minute later, Daly was caught by the faster Mirages and shot down by cannon fire. He ejected safely.

According to Egyptian sources, primary reason for this loss was the 'first-ever' deployment of air-to-air missiles by the Israelis. Certainly enough, deliveries of Mirages and associated R.530s were no news already since years. However, considering any kind of studies of the Israeli air force by officers of the UARAF were strictly forbidden – even punishable – at the time, it is unsurprising they were caught unprepared.

Much less is known about another such engagement that should have occurred less than three weeks later. According to Egyptian sources, aghast by the loss of two MiG-19s and curious to show the Egyptians how to fly the type in combat, few of about 30 Soviet advisors working with the UARAF as of that time, have requested permission to fly a demonstration sortie from Fayid AB along the Israeli border. Under as of yet unknown circumstances, this mission was launched on 19 December 1966 – with the result that the Israelis promptly ambushed and shot down at least one, if not both of Soviet-flown MiG-19s. Due to the Soviet involvement, this affair was kept top secret by all of involved parties, and remains unpublished until today.

Tragedies of 5 June 1967

The outbreak of the Arab-Israeli crisis of mid-May 1967, which eventually led to the so-called Six Days War of June that year, caught much of No. 20 al-Araba Squadron in the process of returning its MiG-19s from Yemen to Egypt. As usually, the MiGs were disassembled and transported to Hurghada by An-12s. In urgency, the High Command UARAF decided to leave them there.

The al-Araba Squadron thus entered the June 1967 Arab-Israeli War split into two detachments. Twelve aircraft and fifteen pilots commanded by Sayd Shalash were based at Hurghada and received the task of providing air cover for the garrison of Sharm el-Sheikh, at the southern tip of the Sinai Peninsula. Core of the unit, with 15 MiG-19s (8 operational and 7 spares in storage) and eight pilots commanded by Alaa Barakat, was still at Fayid.

On the morning of 5 June, the unit planned no operations and was thus caught on the ground by the Israeli attack. In a matter of minutes, three successive waves of air strikes transformed two of No. 20 Squadron's MiG-19s, but also 12 MiG-21s, and 10 Su-7s from other units based at Fayid into heaps of burning wreckage. Amid scenes of terrible commotion, big fires and huge clouds of smoke, pilots and ground crews worked hard to push surviving aircraft underneath the trees around the air base.

The blow the UARAF received that morning was such that most of its commander spent the rest of the day in a state of deep shock, unable to issue any meaningful orders. The commander of Hurghada, Brigadier-General Abd al-Aziz Badr, was no exception. When the first Israeli formation approached his base, around 13.00hrs, only two MiGs – led by Abd el-Moneim el-Tawil – were airborne. Both were short on fuel and thus another pair was scrambled to cover their return. Tawil and his wingman landed safely as the other two MiGs engaged incoming Mirages. Each Egyptian claimed one kill before their leader was shot down and killed: his wingman crashed while attempting to land on the damaged runway. Tawil's aircraft, two other MiG-19s, one Ilyushin Il-14 transport, and two Mil Mi-4 helicopters were then destroyed by Israeli fighters.

The Hurghada-detachment of the No. 20 Squadron was subsequently 'finished' – but by a decision of Cairo: around 15.00hrs, Badr was ordered to evacuate all the remaining aircraft to Cairo International. The support equipment was taken to Cairo West by train, during the following night. Curiously enough, the Egyptian base-commander then changed his mind and ordered Shalash and three of his pilots to stay at Hurghada, together with four MiG-19s.

On the morning of 6 June, Alaa Barakat and Ahmad el-Dirayni led a quartet of spare MiG-19s from Fayid into a combat air patrol over the northern Sinai. Except for Barakat and Sidki experiencing some technical problems caused by hurried assembly of their aircraft, this mission ended without any engagements with the Israelis. On the contrary, four MiG-19s led by Saad Zaghloul and Heshmat Sidki

that were ordered to attack Israeli tanks in the northern Sinai were detected by the Israelis and intercepted. The ensuing air combat ended with the loss of two MiGs, pilots of which ejected safely.

Final Battle

Although suffering two additional losses – for a total of 4 in only 14 sorties – on 6 June 1967, what was left of the No. 20 al-Araba Squadron was rushed into additional sorties on the next morning again. Danish recalled:

'Together with Taysir Hashish, Saad Zaghloul and Samir Salil Idris, I was ordered to attack Israeli armour in el-Arish area… Over central Sinai, we sighted Mirages in front of us and turned away. Normally, we would have top cover of MiG-21, but nothing was normal in those days. We engaged afterburners and dove to accelerate away, when Idris' aircraft fell behind. It was obvious he did not engage afterburners. Then I saw an Israeli aircraft behind him and opening fire. Set ablaze, Samir's aircraft crashed to the ground without ejection.'

Enraged, Danish reversed and engaged the Israeli that killed Idris:

'I manoeuvred around and behind the enemy and opened fire in short bursts as we had trained before the war. My shells missed, but I continued my attack until I was close enough to see the white helmet of the enemy pilot. I fired again, but he evaded. It was wrong on my part to focus all my attention at getting the Mirage that killed Samir…I felt two shells strike my aircraft and it shook violently, then began to spiral towards the ground…I lost almost 4,000m [13,123ft] of height…then I decided to eject.'

Danish landed under a parachute about 80km (50 miles) east of the Suez Canal. Two days later, he was captured by advancing Israeli units, becoming the only Arab pilot to end as a prisoner of war (POW) in Israel during that conflict. As Danish's MiG was spiralling towards the Earth out of control, Hashish and Zaghloul reversed and engaged too, but both were shot down, and Hashish killed.

Meanwhile, the General Command in Cairo realized that Brigadier-General Badr kept four MiG-19s at Hurghada, and ordered their immediate transfer to Cairo West. Said Shalash thus led a formation consisting of Mustafa Darwish, Fathi Salim and Abdul Rahman Sidki towards north, when 'Jordan' advised them about appearance of an Israeli formation approaching Ras Sudar, south of Port Said. Without hesitation, Shalash turned east and attacked, recalling:

'Darwish and me were in the front. We attacked the Mirages that were attacking our ground forces near Ras Sudar, and I destroyed one with a burst from my cannons, causing the Israeli to eject. Then we were both hit by missiles from two other Mirages.'

This clash was meanwhile continued by Salim and Sidki, who later recalled:

'As we entered the combat zone, we were surprised to see two Noratlas transports to our left. More Mirages were farther behind them. We decided to attack and manoeuvred for a stern attack. Fathi hit one Noratlas and this exploded. I attacked the other, aimed carefully and saw my shells cutting off its fin. The transport flipped out of control and wildly spiralled towards the ground. As we pulled up to avoid debris, several R.530 missiles zoomed by. We turned to confront the Mirages and Fathi quickly outmanoeuvred one. His shells found their mark and the enemy fighter fell out of the sky. Another Israeli then hit his wing and thus we disengaged and took a course for Fayid.'

Short on fuel, Fathi Salim had no other choice but to attempt landing on a runway that was still full of debris from earlier attacks. One tyre burst on touch-down and his MiG veered off course: it rolled off the runway and – in a tragic twist of fate – went straight for a Su-7BMK that crash-landed under similar conditions, a day before, but was still not removed by ground crews. Salim's MiG exploded on collision, instantly killing the pilot.

Abdul Rahman Sidki was thus the only left to tell the story. It was only years later that Shalash confirmed his claim for two Noratlases and two Mirages shot down in this clash. From the Israeli point of view, the outcome of the clash over Ras Sudar remains the most controversial of this entire war: no details about any such engagement were ever released, and all the Israeli sources stress that only one Noratlas was lost during the entire June 1967 War, on the first day of the war, on the ground in Kfar Sirkin – where it was destroyed by Hawker Hunters of the Iraqi Air Forces. Several Israeli researchers are fiercely denying that any air combat of this kind ever took place, especially not on 6 June 1967.

This was the last known mission launched by No. 20 Araba Squadron ever. Although still having nine operational aircraft, the unit was disbanded on 10

June 1967: it's pilots and other ranks were re-distributed to other units, foremost those equipped with Su-7s. Thus ended the history of the only flying unit of an Arab military ever that could be described as 'pan-Arabist' by its composition. While few Iraqi pilots served in Yemen of the 1990s, followed by few Syrians in the 2000s, and two Syrians even flew General Dynamics F-16 Fighting Falcons during exchanges with Egypt of the same period of time, no Arab military unit with as colourful backgrounds was to be established ever again.

Tom Cooper, Austria.



Three of Algerian cadets with the fin of a De Havilland Chipmunk basic trainer at Nayrab AB, in early 1957. One of Algerians trained in Syria was Said Ait-Messaoudène who, following additional training in China and the USSR, in 1959-1960, qualified on MiG-19s and became the first Algerian jet-fighter pilot ever. (Tom Cooper Collection)



Night-time photograph of an UARAF MiG-17PF taking off. Note the deployment of afterburner as well as the 'CrowBat' unit insignia applied on the front fuselage. (Dr David Nicolle Collection)



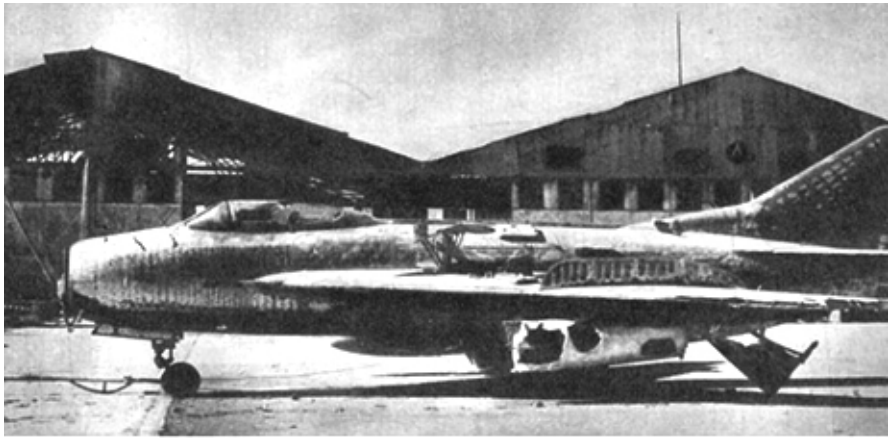
A row of ex-Syrian MiG-17PF, all decorated with the 'CrowBat' insignia of No. 31 Squadron UARAF, following their re-deployment to Egypt, in early 1958. (Osman Mahmmoud, via Nour Bardai)



Four of Egypt's first supersonic pilots pose in their new, high-altitude VKK-4P g-suits by the tail of one of the UARAF's newly delivered MiG-19s, in 1961. They are, from right to left, Major Alaa el-Din Barakat, Captain Galal Abdel-Alim, Captain Farouk Abdel Latif, and Captain Abd el-Moneim el-Tawil. (Dr David Nicolle Collection)



A trio of MiG-19S' from No. 9 Squadron, IrAF underway over Baghdad in 1960. The aircraft closest to the camera wore the serial number 498, the lead was 501, and the one to the left was 479. (Nour Bardai Collection)



At least four al-Windawy's shells hit this IrAF MiG-19, causing a fire that practically destroyed the aircraft. Amazingly enough, despite such photographs being published in the official magazine of the Egyptian armed forces, top Egyptian military commanders showed remarkably little interest in solving the problem of the exposure of their own aircraft on the ground. (Osman Mahmmoud via Nour Bardai)



MiG-19S serial number 489 (foreground, right) received at least two hits, but did not catch fire. Considering the subsequent history of the type in IrAF service, it is very unlikely that it was ever repaired. The example in the background apparently avoided heavy damage. (Osman Mahmmoud via Nour Bardai)



Three of No. 20 al-Araba Squadron's MiG-19S's as seen from the control tower of Gardeka Air Base, in May 1967. (Tom Cooper Collection)



One of No. 20 Squadron's MiG-19S' seen landing at Fayid with its braking parachute deployed, sometime in summer 1966. Although barely recognisable, the aircraft is wearing a name of one of the major Arab cities applied in white, below the cockpit. (Dr. David Nicolle Collection)



As far as is known, this MiG-19S – serial number 3024 – is the sole survivor of nine Egyptian and ex-Iraqi examples still available to No. 20 al-Araba Squadron as of 10 June 1967. Nowadays it is on display at the Musem of the Egyptian Air Force in Almazza, Cairo. (Photo by Tarek el-Shennawy)



A MiG-17PF serial number 2803 as operated by No. 31 'CrowBat' Squadron from 1958 until 1967. Some of aircraft had the background of the black circle of the unit insignia filled with white colour.



Sole survivor: the MiG-19S serial number 3024 is, as far as is known, the sole survivor of 56 Egyptian and seven Iraqi aircraft of this type that served in Egypt of the 1960s. They were all painted in light grey overall, and – contrary to earlier reports – never wore typical identification stripes around their rear fuselages and wingtips.



‘El-Qahira’ was the nick of this MiG-19S of No. 20 al-Araba Squadron, as in service in 1965-1967 period. The aircraft was painted in light grey overall, which tended to show heavy wear by the times of the the June 1967 War.



Another MiG-19S operated by No. 20 al-Araba Squadron in Yemen, and then during the June 1967 War is known to have worn the title ‘Casablanca’, shown here.



A reconstruction of the Iraqi MiG-19S serial number 498. As far as is known, these aircraft used to have big national insignias applied on their rear fuselages, but rather small ones applied on top and bottom surfaces of their wing. Inset is showing the insignia of No. 9 Squadron, IrAF, as in use in period 1959-1963.

LVA 1917: Part 2

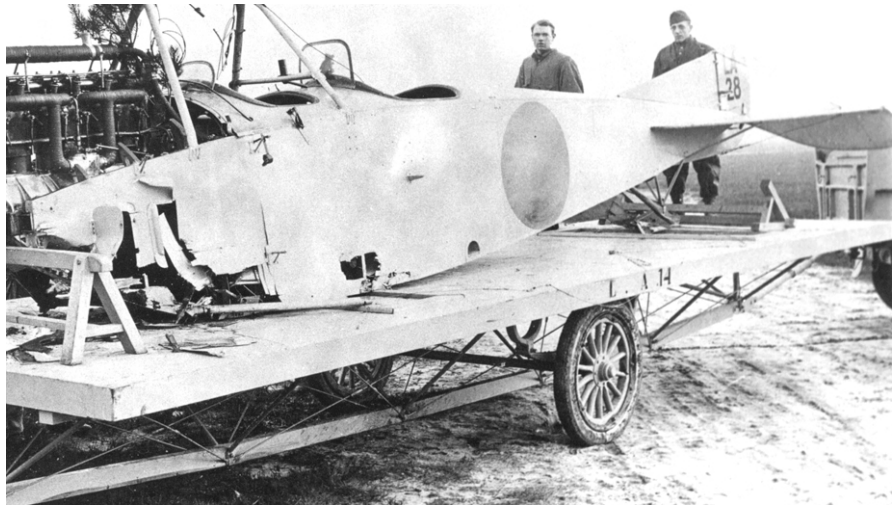
All photos via Frits Gerdesseen



Lt. A.K. Steup (left) and C.LVA major H. Walaardt Sacré with Albatros B.II LA39.



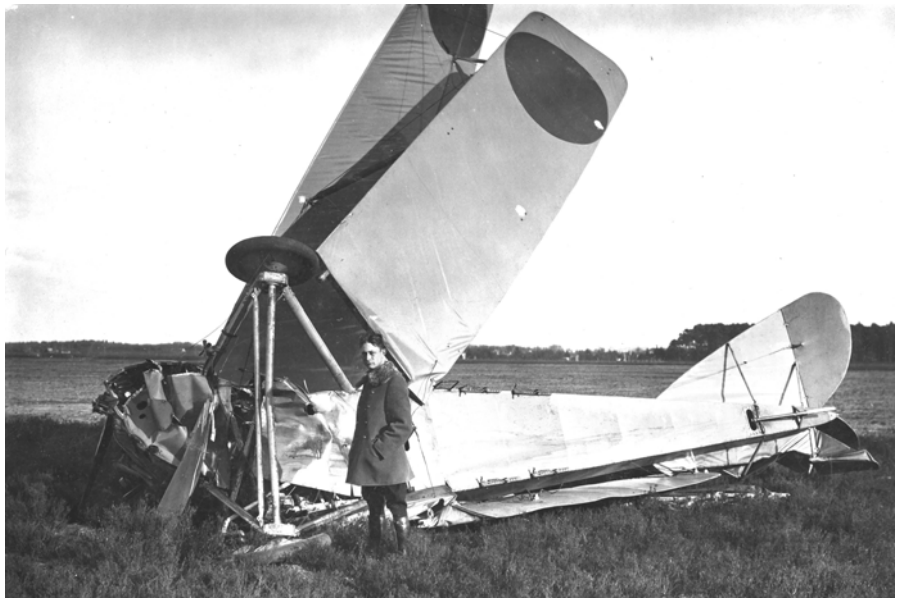
On 18 December 1917, Albatros B.II LA39 crashed after take-off. Lts. J. Jongbloed (pilot) and M.C. van Dijk were unharmed.



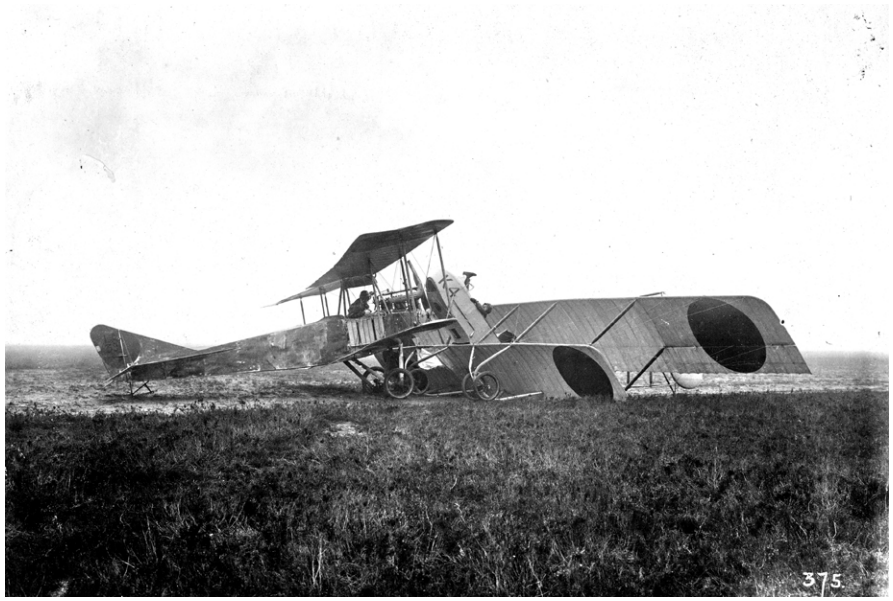
The only known photo of Albatros B.III LA28, which must have been taken after Lt. G.A. Koppen and mec. G. Swanborn crashed at Soesterberg on 25 February 1917. The plane was reserialled AL402, but written off before 1 March 1918, thus likely never repaired.



The first LVA Fokker was short-lived. This Fokker A.I was interned fully intact 8 September 1916, was bought on 22 February 1917 for RM 20.000 and was lost on 24 March 1917 when Lt. J.G.C. Duinker (posing in the cockpit) took off with a tail wind and crashed.



LVG B.I LA25 crashed and was w/o at Soesterberg on 23 April 1917. Lt. J.P. van Oosten, standing by, was unhurt.



On 17 November 1917, Albatros B.II LA39 ran into the colonial Farman HF.22 K4 which was written off.



BE.2C LA24, interned intact on 5 June 1915, crashed near Soesterberg on 24 May 1917. The pilot Lt. C. Land and passenger lt. H.J.G. Völcker came off with only bruises.



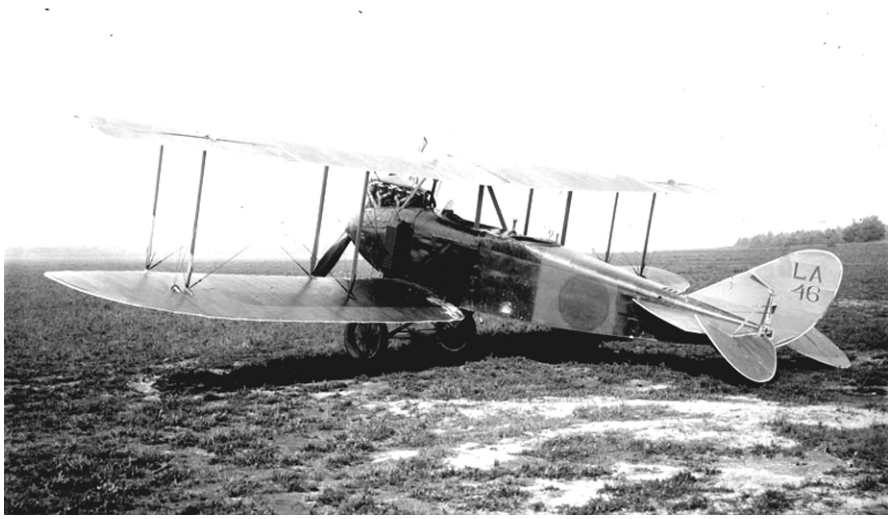
DFW C.V LA43, interned intact 14 June, was test flown on 23 July by Lt. W.C.J. Versteegh. It crashed on 2 August after losing the propeller. Lts. A.K. Steup (pilot, left) and R.I.M. Meltzer were unhurt. The plane was bought on 15 October for RM 40.000, repaired and reserialled D408.



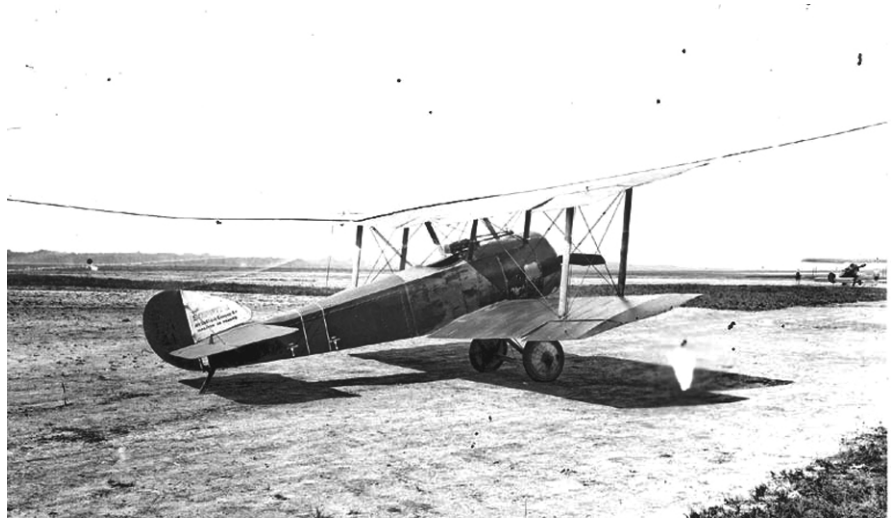
DFW C.V 4982/16 was interned undamaged on 20 July 1917. Here the fuselage is to about to be transported off with help of a local farmer's cart.



The C.LVA, 7th from right, posing with officers late 1917 with DFW C.V LA47. This plane was built by LVG and, therefore, had a typical striped camouflage pattern. It somersaulted when landing in Holland on 29 July 1917, and was soon repaired.



DFW C.V 4982/16 was soon in service with serial LA46 (later D407), but not bought.



Sopwith Pup LA41 (ex N6164, later S212) arrived on 1 March 1917 and was a highly regarded "acquistion" (£ 1.700). On the far right is 1½Strutter LA42.



This photo of Sopwith 1½Strutter LA42 (the only one known) was taken the same day as that of Pup LA41. On the far right is 1½Strutter LA45.



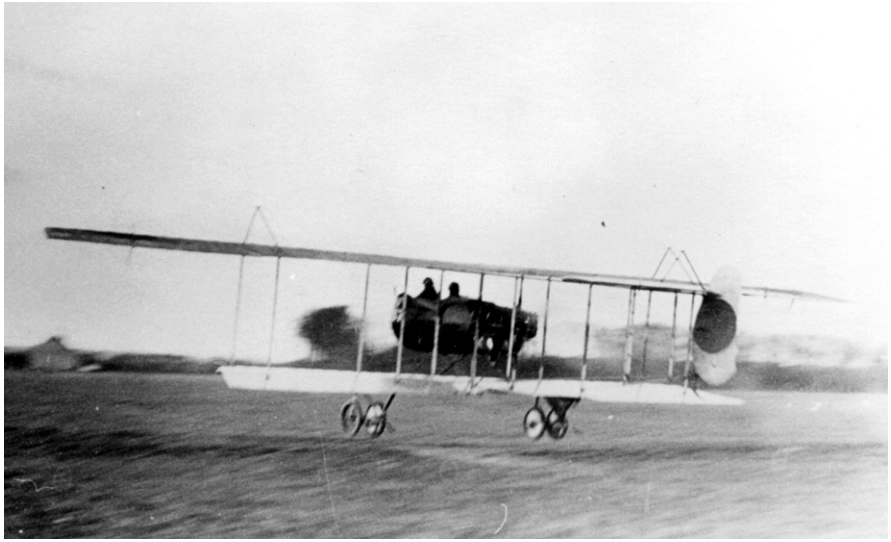
Farman HF.20 LA21 arrived at Vlissingen on 6 June flown by Lt. J.N. Wallast. This postcard was mailed on 15 July (Wim Boomgaard).



LA 45 was a French-built 1½Strutter, a single-seat bomber. Behind it the Albatros C.X LA48.



The Farman HF.40 LA37 replaced LA21 on 20 September. Left to Right: 2nd mec. W.P. van Aartsen (later a pilot), 4th 1st lt. R.I.M. Meltzer, 6th 1st Lt. J.N. Wallast (pilot), 8th mec. A. Dumerniet. The others are conscripts. Lt. Meltzer was leader of the Photo Section.



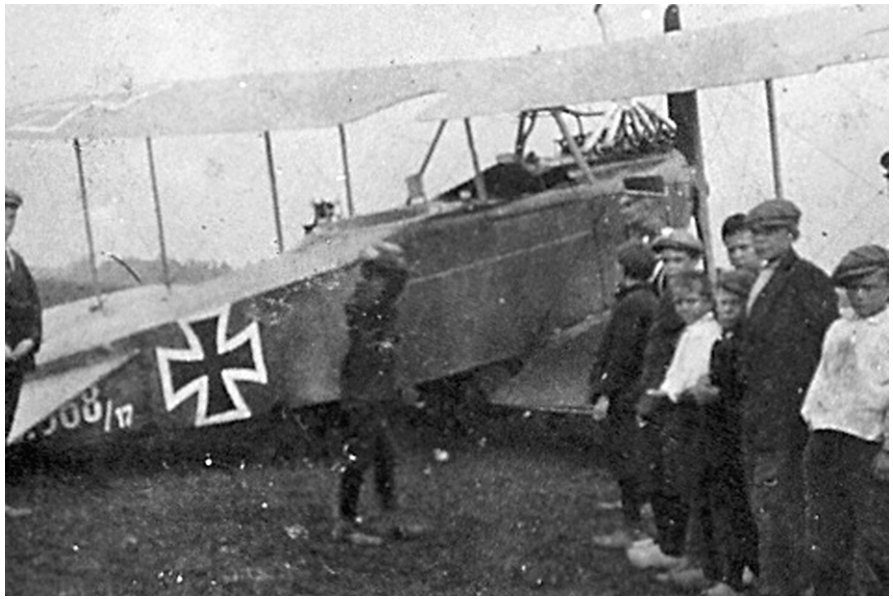
Farman LA37 takes off at Vlissingen with lts. Wallast and Meltzer.



Alb. D.III 2002/16 with neighbours. Pilot Uffz. Becker at left.



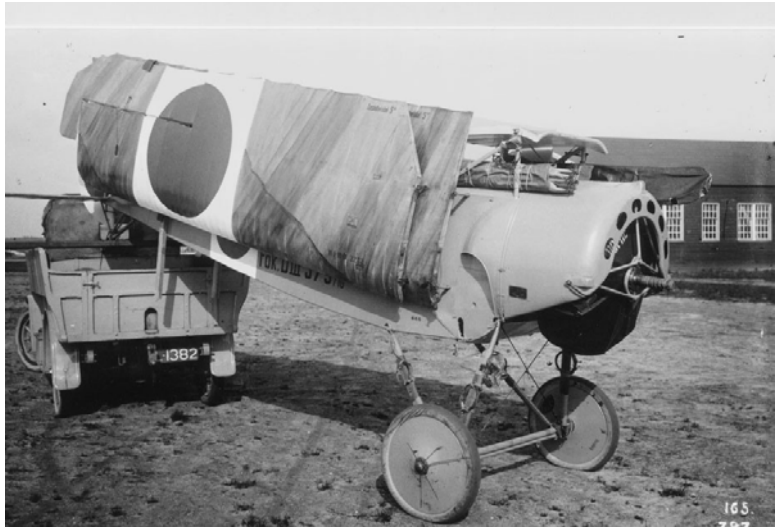
Uffz. Becker (at right) got lost in clouds and had engine trouble with Albatros D.III 2002/16 on 19 September 1917. He landed at Breskens. The salvage party was led by Lt. A. Plesman. The plane got serial AL211.



Lt. Heinz Brandt in Rumpler C.Ia 968/17 got lost on a cross-country training flight and landed out of fuel at Elburg. The salvage party checked and refuelled the plane and Lt. F.A. van Heijst flew it to Soesterberg. The Dutch serial was LA49, later R409.



Avro 504 LA14 at Soesterberg, late 1917. At the left is Rumpler C.Ia LA49.



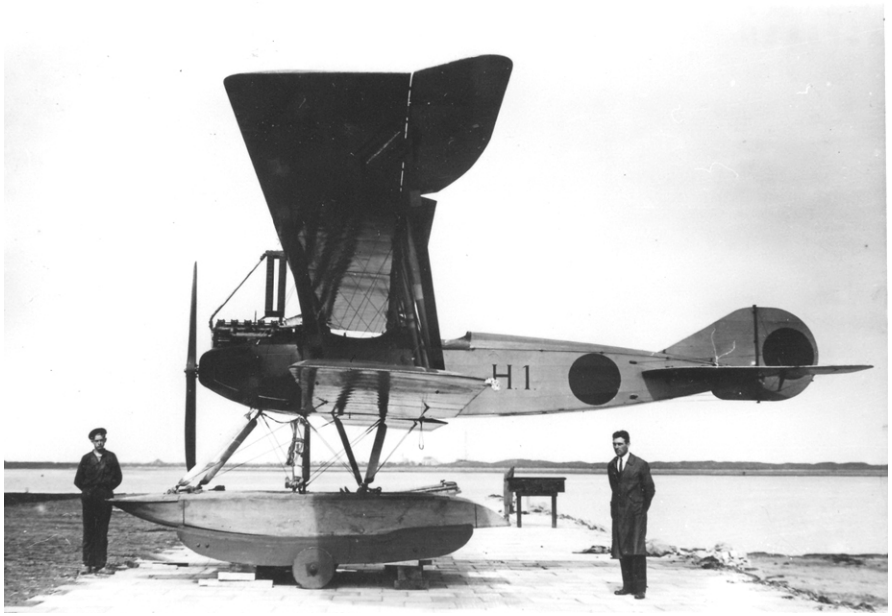
Fokker D.III 379/16 arrives at Soesterberg. The Werknummer 666 is stenciled above the rear u/c strut.



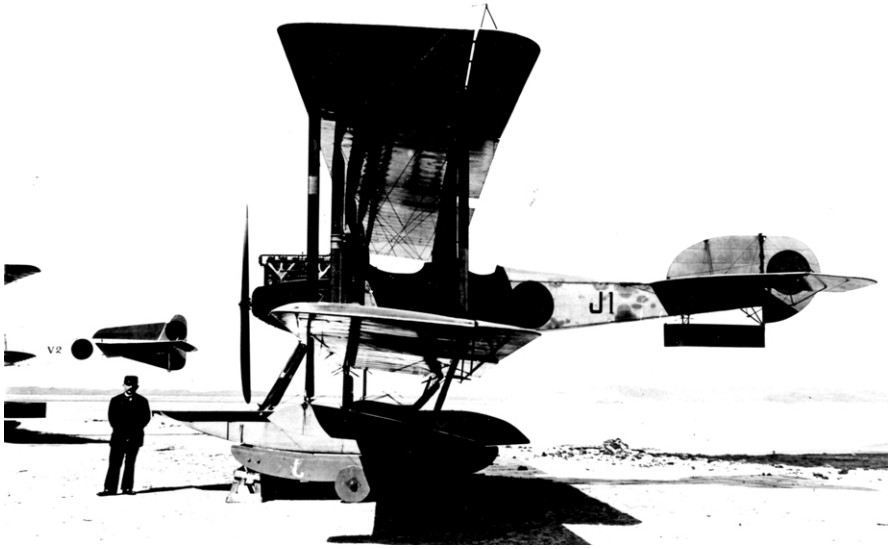
A factory photo of the Fokker D.III prototype 350/16, which ended up with the LVA.



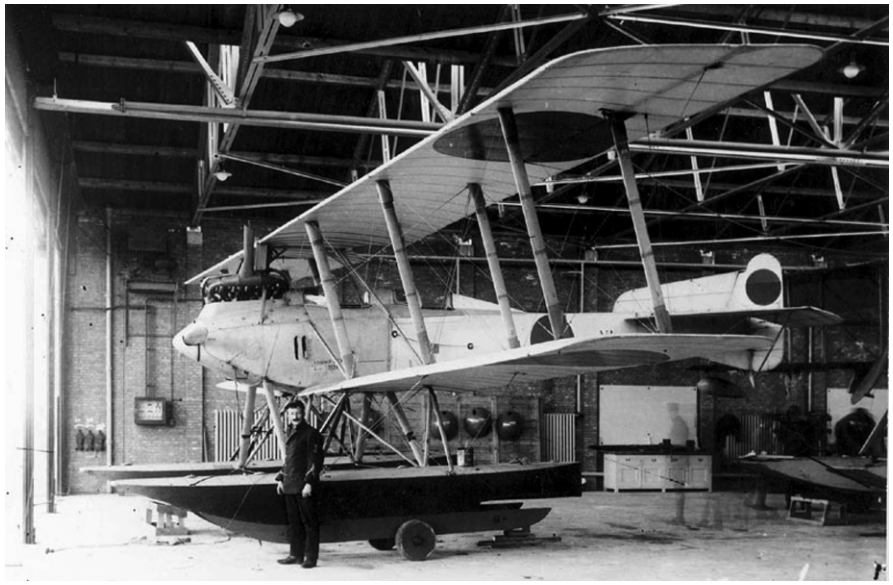
The rebuilt Sopwith Baby T-1 at Soesterberg early 1917.



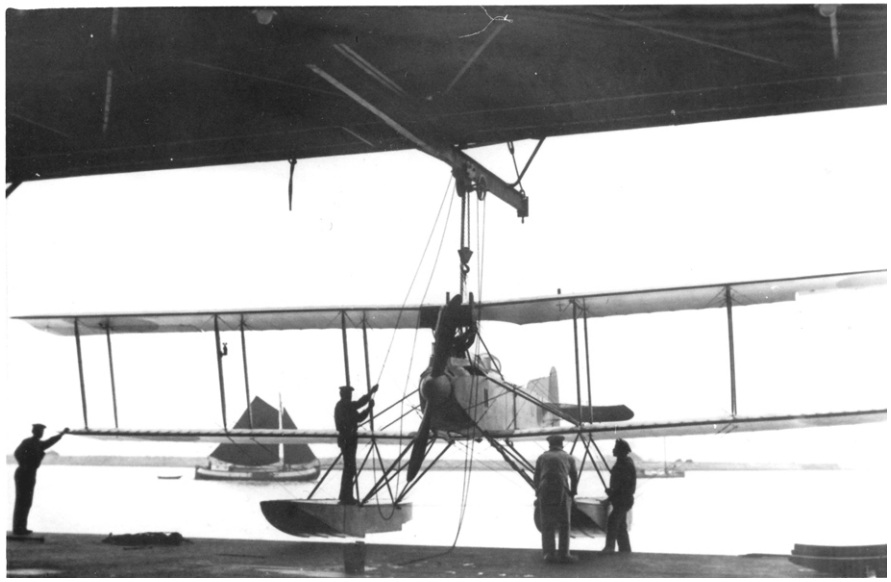
Martin R H1 at De Mok. The R had twin floats.



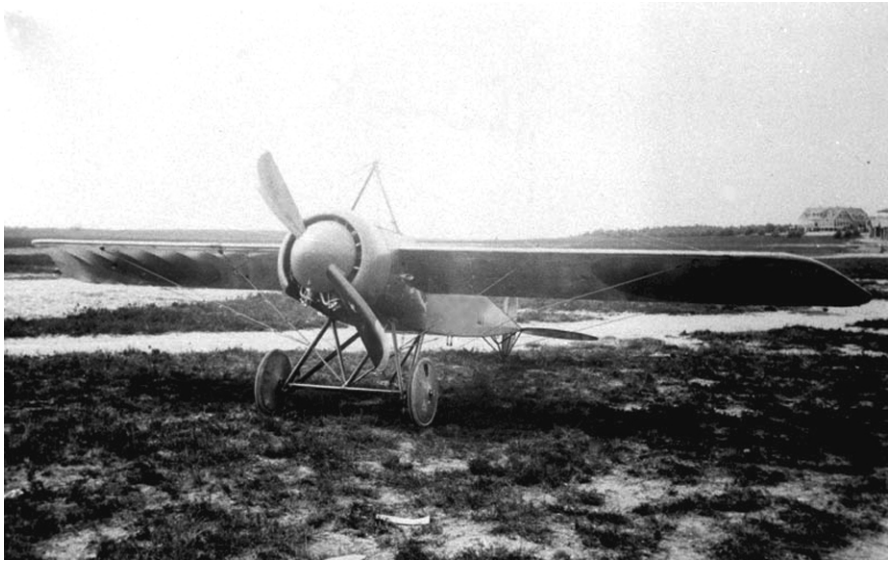
Martin S J1 at De Mok. The S had a central float.



Friedrichshafen FF 33J V-1 in the hangar at De Mok



Friedrichshafen FF 33J V-2 is hoisted into the hangar at Schellingwoude. This base had no slipway.



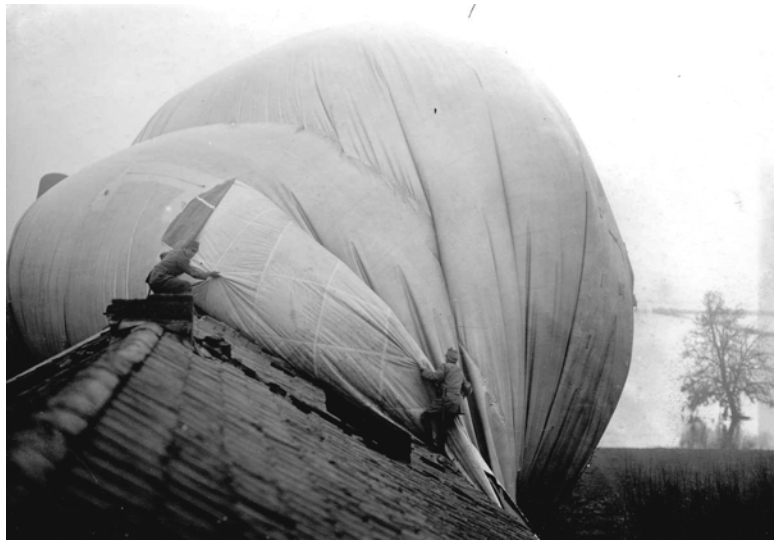
Thulin K D2 at Soesterberg.



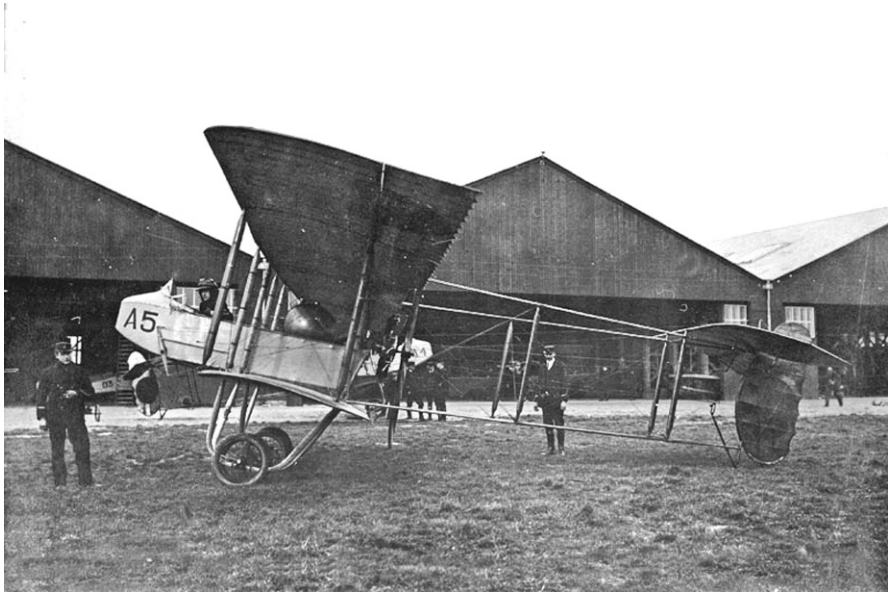
The Trompenburg V.1 during the tests at Ede in May 1917.



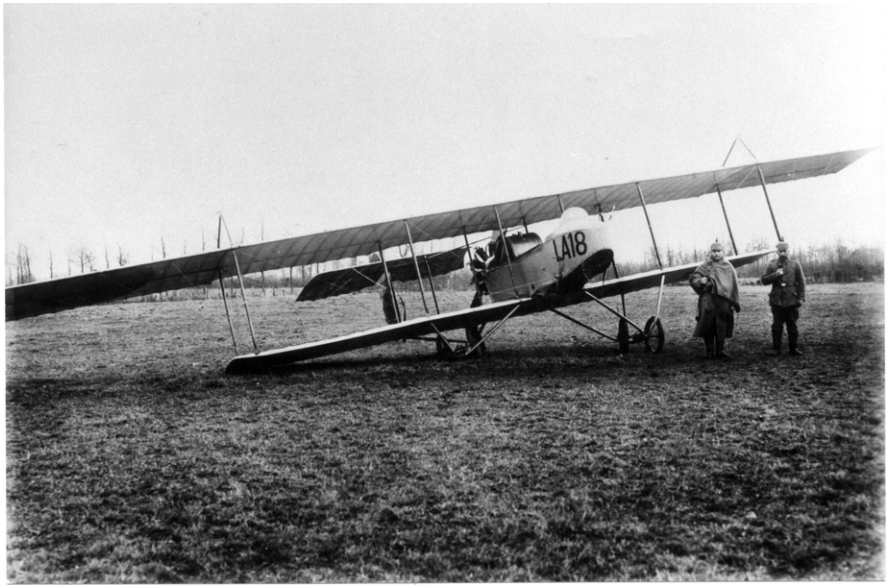
Airship C26 towers over Van Heek's bakery.



Removing the C26 from the roof was quite a job.



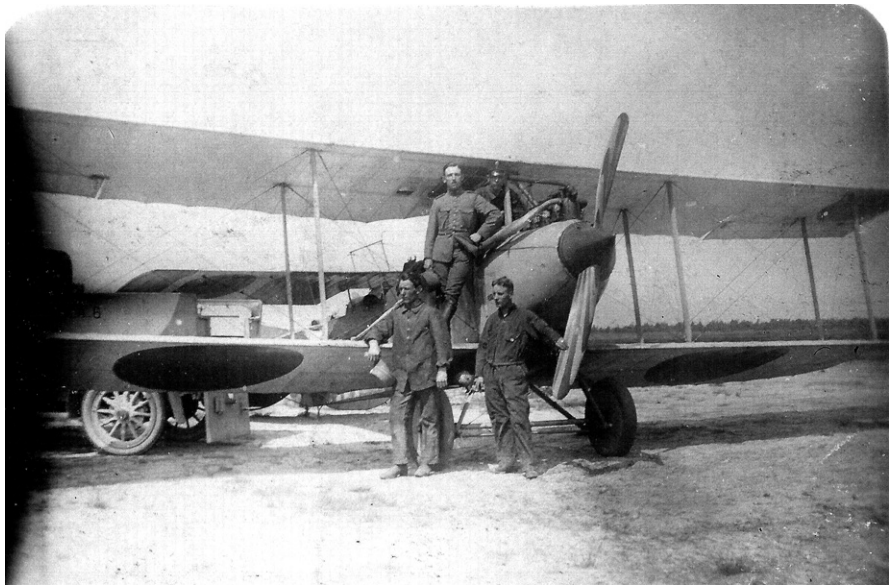
Farman HF.22 A5, one of three delivered by Trompenburg in 1917, at De Kooij in 1918/19.



Inverted interning. On 22 November 1917, Sgt. van der Drift got lost with Farman LA18 and landed near Antwerpen.



Thulin K D3 at De Kooij in 1918/19.



On 6-7 June 1917, Aviatik C.III LA36 and REP LA23 (behind) were at Gilze-Rijen for Army exercises. (Wim Boomgaard).

Exotic Birds 11

Greg Kozak



Belarus Tu-134A: This Tu-134A is wearing the original and briefly used Belarus flag on its fin and rudder. It is evidently an ex-Aeroflot aircraft, given the airline's logo on the fuselage. Image from Air-Britain Photographic Images Collection, courtesy Juha Ritaranta.



Iraq Su-25: Russia sent several Su-25s to Iraq. In their haste to deliver them, they marked them with simple, non-standard insignia in the Iraqi colors of red, white, and black, but no green. Image from unknown internet source.



ISIS MiG-17F: ISIS has been determined to eradicate any signs of former regimes in areas under their control. This gate-guard MiG-17F, formerly in Syrian air force colors, is a perfect example of this policy in practice. Image from unknown internet source.



Kurdish Ecureuil: The Kurdish Peshmerga now has a fledgling air force, composed of light aircraft and helicopters. This Ecureuil wears the Kurdish flag on its tail fin, as well as a much larger one under its nose. Image from unknown internet source.



Libyan Red Crescent Super King Air: The Red Crescent Society is the Arabic equivalent of the Red Cross, given the Islamic anathema to the Christian symbol of the cross. This Libyan Super King Air features the markings of the organization. Image from http://www.AircraftSlides.com.



Mali Let L-200: The Czech Let L-200 Morava is a relatively rare aircraft itself. This one, in Malian markings, is even more unusual. Image from http://www.airliners.net , courtesy Peter Popelar.



Morocco Sea Furies: The Moroccan air force used the Hawker Sea Fury for several years. These camouflaged examples sport the rare green star insignia on their fuselages and wings. Image from unknown internet source.



San Marino Diamond DA-42 Twin Star: Aircraft from San Marino are highly unusual. This Diamond DA-42 Twin Star wears the San Marino flag on its tail fin, as well as the international aircraft registration prefix of that country, T7. Image from unknown internet source.

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Les Pertes des Messerschmitt Me 262, by Phillippe Saintes. Avions Hors-série #45. 112 pages 250 photos 25 color profiles. 17.50 € Email: contact@avions-bateaux.com.

"Although the victories won by the Me 262 have been described in print, few publication have dwelt on the losses of this revolutionary jet aircraft that was put into service too quickly although it was still affected by the serious 'Diseases of Youth'. "This book attempts to fill this void by giving a list of the known Me 262 losses and short biographies of the airmen who flew the *Schwalbe* during the last months of the twilight of the Luftwaffe."

The above is a translation of the publisher's introduction to *Les Pertes des Messerschmitt Me 262*. Unlike other such blurbs, it understates the value of this most interesting book. First of all, the book not only lists Me 262 combat losses, but also losses to accidents and those on the ground to bombing. Also included are aircraft only damaged.

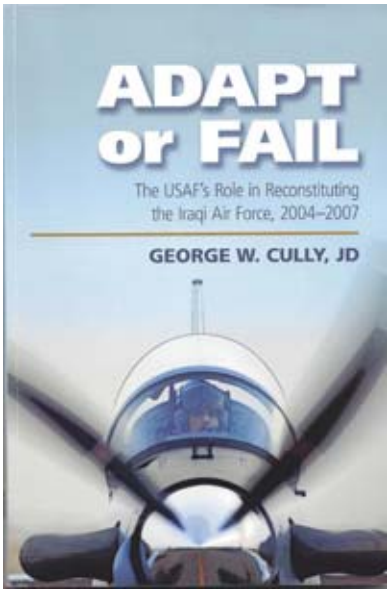
The format of this book makes the information easily accessible to those with a weak background in the French language: The main body of the text is in black type, The captions for the photos are in blue, and the tables are in red.

The text is not overwhelming; usually only a third of each page. The rest of a page is filled with photos and their captions. The captions are extensive and informative. There is a table for each date listing w/n, code, % damaged, unit, location, pilot, and cause.

There are 131 pages of appendices: Annexe 1. Werknummern des apparels cites dans cet ouvenge (plus quelques autres) 12 pages inc. 39 photos & 5 color profiles listing Me 262 by w/n with short history of each aircraft. Annexe 2. Les versions du Me 262. (one-half page. Annexe 3. Unites ayant utilize le Me 262 (9 pages inc. 32 photos. Annexe 4. Revendications des piots de chasse et de reconnaissance allies (7 pages listing all claims by allied pilots (destroyed, probable, damaged & non confirmed), date, time, pilot's name, unit, air force, and location of action).

While some of the allied airmen who contributed to the defeat of the Me 262 are pictured in the main text, I would have liked to have information in Annexe 4 on type of aircraft flown by the allied pilots, their code letters, and a few color profiles of the aircraft flown. I realize this would be a lot to asked for and would more likely need a whole book of it own.

The review copy of this book is available from the Small Air Force Sales Service safo@redshift.com for $18.00 plus postage.



Adapt or Fail: The USAF's Role in Reconstituting the Iraqi Air Force, 2004-2007, George W. Cully, JD, Air University Press, February 2017, ISBN 978-1-58566-269--2, soft-bound, 149pp, not illustrated.

For those who have conducted research at the U.S. Air Force Historical Research Agency at Maxwell AFB, AL, and who have benefited from assistance there by George Cully, this exceptionally well-crafted book documenting an interesting stage in the history of an Arab air arm will prove a very satisfying read. For those readers familiar with the books issued by the AUP, the crisp, concise and accurate organization of the content will come as no surprise. The book offers a unique "inside" look at the challenges that confronted U.S. planners as they coped with the extraordinary demands associated with creating what amounted to an entirely new military aviation organization in the midst of what was essentially political chaos. Although illustrated only by front and back-cover color illustrations, the author seems to have been thinking of SAFO readers when he took pains to include information in the text describing IAF aircraft serial number issuances, dates of acquisition and entry into service, and unit assignments. Highly recommended, especially, for SAFO members.
Dan Hagedorn (#394), USA.

Vanished Hero: The Life, War and Mysterious Disappearance of American's WWII Strafing King, by Jay A. Stout. Casemate Publishers. 288 pages 6 inch by 9 inch. 288 pages, 16 pages of photos. Hardback. $32.95. www.casematepublishing.com.

Although this book has nothing to do with any small air forces, Casemate was nice enough to send it for review, and it is such a great "read", that I believe a brief review would be welcomed by SAFO readers.

Colonel Elwyn Righetti spent most of air force career as an instructor in the US, but his leadership qualities were rewarded with the command of a fighter squadron in the ETO. There he quickly became an ace and scored 27 strafing victories; more than any other 8th AF pilot. A few days before the end of the war in Europe his Mustang was brought down by ground fire behind enemy lines. He survived the crash and radioed that he was safe, but he was never heard from again.

Highly recommended, the review copy is available from safo@redshift.com for $30.00 plus postage.

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Argentina and Peru English Electric Canberra. 1/72-scale decals. Antarqui Decals, 757 Emory St., #106, Imperial Beach, CA 91932, USA. $8.00.

This new Twinpack covers two South American English Electric Canberras. The decals for the "bare metal" Peru Canberra B.6 (90 mm by 90 mm) contain two large red/white/red roundels for the wings and two for the fuselage, two sets of vertical rudder stripes (red/white/red), two large black '244' for the wings, and two small '244' for the fuselage. Altogether, a simple but very attractive color scheme.

The Argentine Canberra B.62 is a "horse of a different color". The aircraft depicted is from the Falkland/Malvinas War and is camouflaged dark green and dark sea grey with light grey undersides. Therefore, the decals (140 mm by 80 mm) which are printed over the background color are similarly complicated. The blue/white/blue national insignia with its adjacent serial 'B-102' come in four sizes with the appropriate background colors. The fin flashes and 'TC-66' are on a single back ground color, but the white 'Fuerza Aerea Argentina' is printed over two background colors. This requires the modeller not only to match the camouflage colors to the decals, but also to layout the camouflage pattern to match the decals. Too much work? Well, it beats trying to cut around the decals. Also on the decals are red stencilling details.

Maybe it would have been better to print the decals over a clear background and leave it to the modeller to blend the decals into the paint scheme.

These decals are available from the SAFCH Sales Service <safo@redshift.com> for $8.00.



Cuban B-26 Invader and Hawker Sea Fury. 1/72-scale decals. Twinpack. Antarqui Decals, 757 Emory St., #106, Imperial Beach, CA 91932, USA. $10.00.

As part of their program of releasing earlier decals as Twinpacks, Antarqui has released a couple of old friends – the Cuban B-26 Invader and Hawker Sea Fury in a Twinpack titled "The Air Battle of the Pay of Pigs".

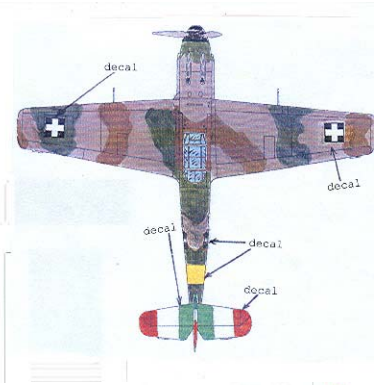
The Invader featured is the Liberation Air Force marked 'FAR-933' to falsely identify it as a defection B-26B of the "Fuerza Aerea Revolucionaria" The decals measure 100 mm by 85 mm, and include four nation insignia for the fuselage and wings, rudder markings, small 'FAR' and '933' for the vertical stabilizer, and four big '933' for the nose and wings.

The decals are for a Sea Fury on display in Havana. The decals (55 mm by 50 mm) include four national insignia (white star in red triangle on a blue disc) for the fuselage and wings, the usual rudder markings,, large '541' for the fuselage and wings, and small 'FARS' for the vertical stabilizer.

Dan Hagedorn in his book *Latin American Air Wars* remarks that the use of this scheme during the Bay of Pigs fiasco has "escaped verification". Instead he provides two color profiles for Cuban Sea Furies": '505' in overall silver with "red-outlined white star with blue bar" national insignia, and two-seat '575' in "olive drab". Both carry 'FAEC' on the vertical stabilizer.

These decals are available from the SAFCH Sales Service <safo@redshift.com> for $10.00.







Hungary Messerschmitt Bf 10E, 1/48 scale decals. Antarqui Decals, 757 Emory St., #106, Imperial Beach, CA 91932, USA. $5.00.

[Editor's Note: I thought these decals looked familiar. Antarqui informed me that they were first manufactured by "Nordan" in the 1960s.]

Nordan describes these decals as being for a "Bf 109 E-3 of the 5/1 Royal Hungarian Fighter Group, (Russian Front 1943)". The sheet measures 145 mm by 90 mm and includes national insignia, unit insignia (Puma Group), yellow theater markings, serials 'V5+05', and red/white/green horizontal and vertical fin stripes. [Editor's Note: Many years ago, I built a 1/72-scale model of a Hungarian Ju 87. At that time I could not find any information on the order of the stripes on the horizontal tail. I guessed green/white/red from center to tip. It is satisfying to see Nordan made the same choice.]

These decals are available from the SAFCH Sales Service safo@redshift.com for $5.00.

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Argentina Lockheed C-130. 1/144-scale decals. Antarqui Decals, 757 Emory St., #106, Imperial Beach, CA 91932, USA. $5.00.

In a rare excursion into 1/144 scale, Antarqui has chosen Argentine C-130H Hercules 'TC66' of Escuadron 1 de Transporte/1 Brigada Aerea. The aircraft is in a dark green, mid green, tan, and pale grey finish.

On the small (55 mm by 20 mm) sheet are four national roundels, two fin flashes, two inscriptions 'FUERZA AEREA ARGENTINA/1 BRIGADA AEREA', and two serials 'TC-66' A magnifying glass will be needed to appreciate the unit insignia that consist of the Antarctic emblem and that of Grupo Aerea 5.

Antrqui's decals for a 1/144-scale Hercules is recommended for the modeller whose eyes and still good enough fto work in this scale. The review decals are available from the SAFCH Sales Service <safo@redshift.com> for $5.00 plus postage.

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"Just got the July issue. I saw my letter on page 34. Actually, we just added to the confusion. Below is what I sent you in March. What I meant to say was that I had written "Radar Interception Officer" in the review I sent you. And I wanted you to note *that* phrase should be corrected to Radar Intercept Officer. May be a small thing to readers, but Radar Intercept Officer is the correct meaning of the acronym RIO.

"Also, did you write the review for the French publication on Israeli aces? A writer friend in France sent me a copy a few weeks ago. I had six years of French in junior high and high school, and I sometimes struggle through such magazines if I find them. Yes, this magazine does have several areas that make you wonder. When I was researching my book on IAF aces in 1992, I interviewed a dozen Israeli aces, the first time that had ben allowed outside Israel. It was quite an experience. I have to say that a few of them gave me kill numbers that differ by 2-5 from the totals in the table in this new magazine. Of course, this difference is not unusual. Aces' personal totals can differ from official numbers, often by a considerable amount.

"One typo on page 35: the top photo of an F-86 with a Sidewinder, the missile is an AIM-9B not 98. An easy miss."
Peter Mersky (#1355) USA.

"The following articles in Cross and Cockade International Quarterly Journal, Summer 2017 Vol 48/2 might be of interest to our readers:

"*Early Aviation of the Rising Sun," Development of the Imperial Japanese Air Force and Imperial Japanese Navy during the First World War*. This article describes Japanese Military before the World War, Japanese pilots who flew in France during the First World War and the effect on postwar Japanese military aviation.

"*The RAF in Northern Russia," British intervention during the Russian Civil War in 1918 – 1919.*
Alan Hawk (#721), USA.

"In response to Malcolm Barratt's lrtter in SAFO Vol.41 No.1, I can tell you that the IPMS Austria on its website www.ipms.at/ offers Austrian decals for the Fiat C.R.20 of Aeroclub in scale 1/72 for € 6,20 (without p & p)."
Rudi Höfling (#1685), Austria.

"This morning I received SAFO #161 and encountered the article on the Iranian F-86F. Re. the Israel connection (overhaul of 35 a/c at IAI 1966-1968): Zeev Tavor, one of the IAI test pilots, states that 'no photos were taken'. That is real strange as attached are two photos from his own collection (and he appears in both) which a few months ago popped up on a Hebrew Facebook aviation page. If you want to use them, credit them to 'Zeev Tavor collection'. They were scanned from one of his albums, so don´t know if the quality is sufficient for publication."
George Kuntz (#542) Spain.







DH Vampire MK.11 No.15 of Escuadron Aereo Jet de Pelea 200 preserved today in the Mexican Air Force museum at Base Aerea Militar #1 Santa Lucia, Estado de Mexico. (Author's collection)



A close up of the nose section of DH Vampire MK.11 No.15 at the Museum. (Author's collection)



Preserved nose section of DH Vampire MK.III "FAM-1" at the Museo Militar de Aviacion, BAM#1 Santa Lucia, Estado de Mexico. (Author's Collection)



The Nose section of "FAM-1" with the goblin jet engine on display at the Museo Militar de Aviacion. (Author's collection)



DH Vampire MK.III No.5 preserved at the Museo del Ejército y Fuerza Aérea Mexicanos at Guadalajara Jalisco. It has recently has been repainted in silver/aluminum. (Author's Collection)



This squadron emblem of Escuadron Aereo Jet de Pelea 200 is the more-detailed drawing that was applied on the DH Vampire Mk.11 two-seat trainers. (Ing. Enrique Velasco)